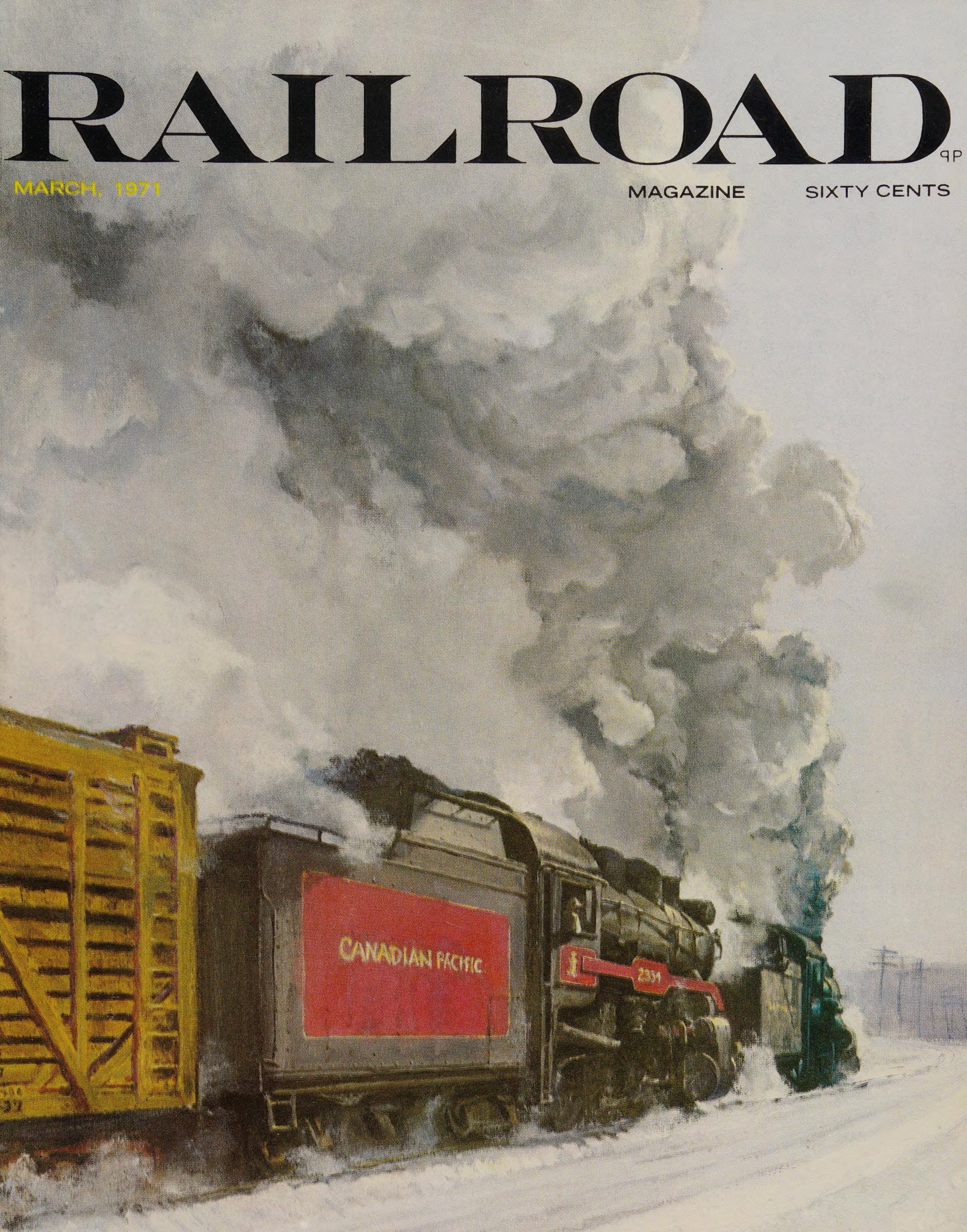
RAILROAD

MARCH, 1971 MAGAZINE SIXTY CENTS



STEAM YARD GOATS IN THE EAST *by Bert Pennypacker*

One of a continuing series. **Remington Reports**

How do you take care of a Nylon 66 or 77?

You don't.

Remington engineers have developed two 22 rim fire automatic rifles that can take abuse and still deliver maximum dependability with minimum maintenance.

An ordinary 22 automatic rifle needs the care any piece of precision-built machinery deserves. It should be transported in some sort of protective case until you are actually ready to use it. (A lined, soft, leather or cloth case is adequate for the trunk of a car, but a hard plastic or metal foam-lined case is better when you ship it on a public carrier.) And it's wise to keep the mechanism scrupulously clean; to clean the gun carefully before you put it away, making sure not to over-oil it. You should clean and oil it after long periods of storage. And, of course, when you take it out in the field, you should try to protect it from the weather.

But there are some people who can't lavish all that attention on a 22. Trappers want a rifle that'll stand up no matter how foul the weather may be. Hunters want a camp gun that can rough it. Farmers want a gun they can forget about until a fox raids the chicken coop. And everyone wants an autoloader that won't malfunction.

That's why we've built a new kind of 22 automatic rifle: The Nylon 66 and 77. Rifles that can rattle around in the back of a truck or fall off a packhorse or just sit in a closet gathering dust for months—and still come up firing every time.

To build that kind of rifle, Remington engineers selected a new material for the gun's stock and fore-end—structural nylon. This special material was chosen for its toughness and is used to insure the stocks of the Nylon 66 and 77 against warping, cracking, chipping, fading or peeling for the life of the gun. (No other manufacturer makes this statement.)

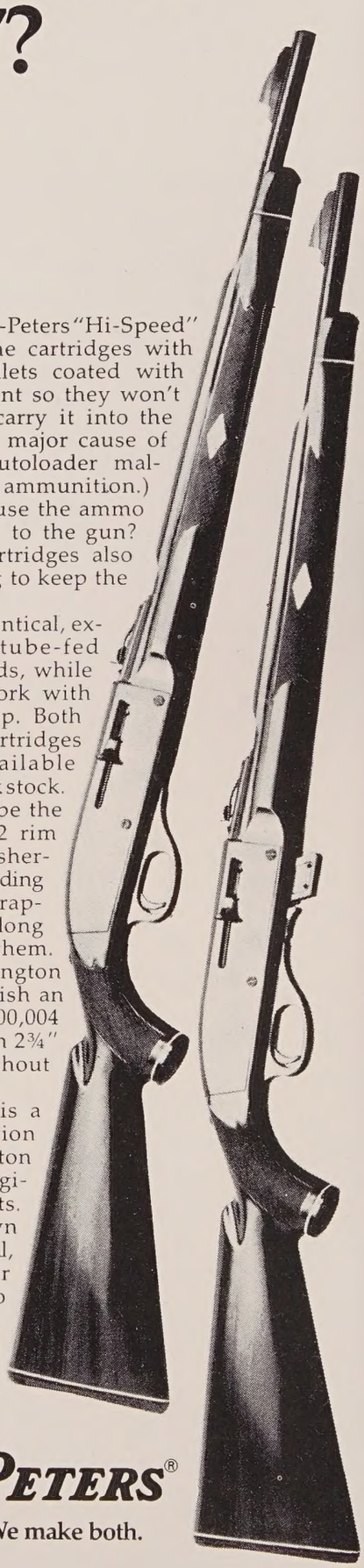
Structural nylon makes other benefits possible. Because the stock can't warp, it can't change your point of aim. In fact, these rifles use the same barrel-bedding principle used on the world's most expensive target rifles. And the action never needs lubrication, because the metal parts glide on "greaseless bearings" of nylon.

To add to their dependability, the 66 and 77 are electronically matched to Remington and Peters 22 Long Rifle cartridges. Remington-Peters "Hi-Speed" or "High Velocity" are the cartridges with the famous "golden" bullets coated with a special dry, hard lubricant so they won't pick up dirt or lint and carry it into the mechanism of the rifle, a major cause of malfunctioning. (Many autoloader malfunctions are caused by ammunition.) Doesn't it make sense to use the ammo that's specifically matched to the gun? And Remington-Peters cartridges also have "Kleanbore" priming to keep the barrel bright and clean.

The two rifles are identical, except that the Nylon 66 is tube-fed with a capacity of 14 rounds, while the Nylon 77 lets you work with either a 5 or 10-round clip. Both rifles take 22 long rifle cartridges only. The Nylon 66 is available with either a brown or black stock.

We believe these to be the most rugged automatic 22 rim fire rifles made. Alaskan fishermen use them to keep marauding sea lions out of their nets. Trappers in steaming bayous along the Gulf States also use them. Two Nylon 66's and Remington ammo were used to establish an accuracy record, hitting 100,004 out of 100,010 hand-thrown 2¾" square wooden blocks...without a single malfunction.

Remington Reports is a series based on information straight from the Remington experts who design and engineer all Remington products. If you'd like to build your own hunting and shooting manual, we'll send you a free binder to keep them in. You can also get a free copy of our new, 48-page color catalog by writing to: Remington Arms Company, Inc., Dept.110-R, Bridgeport, Conn. 06602.



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RAILROAD MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

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Nov. '66: Steam line-up, Christchurch, New Zealand: (left to right) Nos. 740, 699, 1266, 820, 1244, 1367.
William T. Morgan, 1449 Linhart Ave., Fort Myers, Fla. 33901

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THE MAIL CAR
where editors and readers meet

OUR cover shows one of the Canadian Pacific's big 4-6-2's, No. 2334, doubleheading with a 2-8-0 Consolidation, No. 3642, into St. Luc Yard at Montreal in the last year of Canadian steam. This is the second cover painted for us by Ted Xaras, 8014 Ogontz Ave., Philadelphia, Pa. 19150; the first was on our Oct. '70 issue. Ted has a number of his canvases for sale, including the current one in large size, and he accepts orders for painting any railroad subject you desire at moderate cost.

Next month we will use a color-photo of three new 2000-hp diesels pulling a Burlington Northern freight across a woodland pond near Vancouver, Wash.

Also in April issue, photographer-writer Tom Walsh will tell about his latest foray into Mexico in quest of steam. And Freeman Hubbard, dubbing himself No. 100 in the series of *Interesting Railfans*, will have a revealing article about his many years of work with *Railroad Magazine*. ●

NEWSWORTHY. A new economical system to protect unguarded railroad grade crossings is being tested by the U.S. Department of Transportation. It operates microwave signals instead of the expensive buried-cable electrical devices now in general use, and transmits a continuous microwave signal from up-track to the crossing. When the train triggers a sensor, the microwave is turned off, which then activates the crossing warnings—gates or flashing lights. Of the 225,000 U.S. railroad grade crossings today, 180,000 lack automatic protection.

Penn Central is getting a fleet of 25 covered hoppers for bulk flour shipments that will be the largest cars in that particular service. Each will carry more than three times as much flour as the average boxcar and nearly twice as much as other covered hoppers normally used for bulk flour shipments.

The Monon-L&N merger, already approved by the ICC, its first merger approval in more than a year, was to have been consummated last January, but petitions filed by the Soo Line, the Detroit, Toledo & Ironton and the L&N itself will probably delay it until some time this spring. The Soo objects to certain trackage rights for the Milwaukee Road while the DT&I requests more restrictive traffic regulation of the L&N on the new route so that it won't solicit freight business away from the DT&I. The L&N asks reconsideration of the ICC's labor stipulations. Acquisition of the 540-mile, X-shaped Monon right-of-way will give L&N a total of 6,340 miles of track in 13 states from Pensacola, Fla., to Chicago.

The Belleville (Ill.) Junior Women's Club is in a campaign to convert abandoned railroad rights-of-way into hiking and recreation trails. Mrs. Terrel R. McLemore, conservation chairman of the club, says: "There are miles and miles of unused tracks in this area which could be converted to trails or parks as community improvement."

We have printed news of several train-boat collisions. Here's the latest: A Florida East Coast freight train hit a pickup truck carrying a boat on a trailer at Indiantown, Florida. Nobody was hurt; the boat was smashed.

ICC has authorized the Southern Railway to carry out its previous plan to acquire stock control of the Tennessee, Alabama & Georgia Railway through an exchange of stock. The TA&G runs about 91 miles between Chattanooga, Tenn., and Gadsden, Ala.

Trustees of financially troubled Penn Central have asked the U.S. District Court in Philadelphia for permission to sell parcels of real estate in four states for a total of $2.1 million.

According to the petition, the money would be placed in the hands of the court, which is supervising reorganization of this rail system under Federal bankruptcy laws. The parcels are in Connecticut, Indiana, New Jersey, and Massachusetts. ●

ONE MAN'S OPINION. This may be a highly radical thought, but your photographers seem to have such good taste in the matter of girls, why not eliminate the locomotives, especially diesels?—Edgar T. Mead, Jr., 3 Clement Rd., Hanover, N.H. 03755.

December *Railroad* was a great improvement over previous issues, especially its *Mail Car* department, which covered some industrial developments of wide interest. Herskovits's Katy story and the one on steam operations in Switzerland were good, and I have noted improvement in the type of ads in recent issues. Your December cover was terrific; but a couple of recent covers, with females badly posed, were disasters. The more you aim your text matter above the mentality of sentimental morons, the better your cash register results will be.—Elmer Treloar, 101 California St., Highland Park, Mich. 48203.

An "unanswerable" question from W. Hope Tilley, 1800 Laveca St., Austin, Texas 78701: "How come that a lone man can drive a huge long-distance bus, handle baggage, collect fares, work

David Plowden, 1239 Madison Ave., New York, N.Y.
February, 1967: Hostler M. McNamee fills tender of Central Vermont 2-8-0 No. 452, class M-3a, at Brattleboro engine terminal after return from Palmer, Mass.

Two Larsen cousins who live in Florida, Kaja (left), of Miramar, and Denise, of Hollywood, are about to take their first train ride (Nov. 21, 1970). The train is Seaboard Coast Line 22, northbound *Silver Star*, shown arriving at Hollywood. Its eight cars are powered by three F-7 and two E-3 diesels. William T. Morgan, P.O. Box 6863, Fort Myers, Fla. 33902

on his accounts while driving, and sometimes count his passengers to see if he missed any at a given stop, while a railroad train has two and often three men in the engine cab?"

Mr. Tilley feels blue because the Texas capital, in which he lives, hasn't a single rail connection with the outside world. "Since MoPac cancelled the last link to St. Louis," he writes, "I can't take a train except by riding a bus to Temple to take the *Texas Chief*."

Our Dec. '70 issue told about circus elephant Jumbo being killed by a freight engine in 1885 at St. Thomas, Ontario. Says Richard Parker, 92 Church St., Ashland, Ore. 97520: "I was born in England and served an apprenticeship there as a railroad blacksmith. Emigrating to Canada, I landed at St. Thomas on Aug. 5, 1910. That very day I was shown the place where Jumbo died. What a tragic ending for a huge, gentle beast! Incidentally, I bought my first copy of your magazine at St. Thomas in Sept., 1910."

I like the pair of legs pictured in your Jan. issue, page 6. If I had been first out on the extra board when that miss strolled by, I might have pulled the old gag about being sick and lost a day's work in the hope of striking up an acquaintance with her.—Bob Bruhin, Rte. 2, Box 28, Ada, Okla.

Keep the rail girl pix coming; they are nice. Changing the subject, who can tell me the present address of Bob Fremming, who used to publish railroad postcards at Dallas, Wis.?—Bill Fairchild, 417½ 163rd St., Lawndale, Calif. 90260. ●

JOHN NORWOOD'S fiction story, "Snowslide," (Dec. '70) was based on an actual occurrence on the Denver & Rio Grande Western narrow-gage between Chama, N.M., and Antonito in 1946, according to Edward Mahoney, 9417 W. 64th Way, Arvada, Colo. 80002. He says *Life* magazine published a full-page photo of that derailment and slide, showing one car perched precariously on the brink and two others at the bottom of a steep decline about 300 feet below. Luckily, no one was killed and there were few injuries. This stretch of track has since been bought jointly by the states of Colorado and New Mexico for eventual operation as a scenic tourist line.

Also in December issue we stated, "The Santa Fe has knocked off its last round trip into Denver, two locals connecting with mainliners at La Junta, Colo." Ed says those two locals, one northbound and one southbound, were still operating in December and their eventual fate was still undecided. ●

GEORGE STAFFORD, chairman of the ICC, says he sees nothing unethical in being wined and dined by

Photograph by Edwill H. Brown

Billowing smoke plume adds to photographic value of this Morris County Central shot taken at Summit, N.J.

the interests his agency regulates. However, according to the Associated Press, he is moving to fire one of his hearing examiners accused of accepting food and entertainment.

Mr. Stafford feasted for free on rock Cornish game hen, mushrooms in cognac, and cherries jubilee at the American Trucking Association convention, where diners were entertained by 20 strolling violinists and comedian Victor Borge.

"I do not expect to pay for food when I attend these functions," says Mr. Stafford, who is shown in ICC travel vouchers as spending 33 days at industry gatherings since becoming chairman Jan. 1, 1970.

Travel vouchers show other ICC commissioners also attending industry functions: Donald L. Jackson, who was gone 18 days; Dale W. Hardin, 10 days; Rupert L. Murphy, 17 days and John W. Bush, seven days.

Last August, as Mr. Stafford moved to fire an ICC hearing examiner, Bernard J. Hasson, Jr., on the ground that he violated the ICC's canons of conduct, Mr. Stafford wrote to all agency personnel:

"I, as chairman, wish to impress upon you that section 14 of the canons of conduct prohibit an employee from accepting meals, refreshments, other forms of entertainment from or social association with any person representing a party having an interest in any matter pending before him."

But in an interview Mr. Stafford said he sees no conflict between his order to ICC employees and his own acceptance of meals at industry meetings. ●

PERSONALITIES. Sadly we report the death of Everett L. Brown, former master mechanic of the famous two-foot-gage Bridgton & Harrison Railway in Maine. After closure of the B&H in 1948, he had been engaged in general shopwork.

When Alfred Frese of Rockford, Ill., began railroading on the Illinois Central in 1935 he had to fill about 95 switch lights every day over a distance of seven miles, for two years. Since then he has been a pin-puller, field man, yardmaster, and now a yard foreman.

Bill Murray and his wife, Joyce, hired a 37-ton truck to move their newly purchased residence to a different location. The structure is the 150-ton former railroad station at Castle Rock, Colorado.

Regarding Jim Bogle's photo of the "Unknown Hero's" grave near Allatoona Pass, Ga., in our Feb. issue, P.J. Templeton says 21 bodies of unidentified Confederates are buried in that area.

Heaviest narrow-gage Shay ever built, ex-West Side Lumber Company No. 10, is seen on Yosemite Mountain & Sugar Pine RR. just south of Yosemite Park, Calif.
Photographed July, 1969, by Henry W. Brueckman

Has anyone seen Eulys G. Morrison, age 64, last heard from in 1936, working for the Union Pacific at Riverside, California? He is thought to have moved to Kansas or Nebraska, write his brother, Olen F. Morrison, c/o Morrison Motor Co., Ellington Pkwy., Lewisburg, Tenn. 37091.

George "Stormy" Kromer, a Chicago & North Western engineer, died the other day in Kaukauna, Wis., at age 94. He won fame by originating, manufacturing, and marketing a type of cap which had since been adopted by railroad crew men all over the country. Some time ago this magazine carried a short feature article about his cap. •

RAILROADER'S SPECIAL. Many a pot of this stew has been cooked in roundhouses and cabooses. I got the recipe from C.D. Scott, a Santa Fe retiree. Take one pound of ground beef, medium can of tomatoes, teaspoonful of cayenne pepper, two tablespoons of chili powder, medium can of cooked pinto beans, small can of *picente* sauce, and package of shell macaroni. Cook the macaroni. Cook the other ingredients, simmer on low heat for 15 minutes and remove from heat. Then toss in the cooked macaroni, mix well, salt and pepper to taste, and serve. It's good eating—James Ingham, Mo-Pac fireman, Fort Worth, Texas. •

A PROPOSED new type of railroad train which could flex around curves by a bending action is described by a Cornell Aeronautical Laboratory engineer, Richard J. Cassidy of CAL's Vehicle Research Department, Cheektowaga, N.Y.

"Instead of a railway train consisting of a string of rigid, independent cars, towed one behind the other," he says, "it is proposed that the whole train should be a single, long, flexible vehicle."

"Advantages would be: Reduced chance of derailment, faster service with heavier loads on present rails and roadbeds, reduced jolting and swaying and less wear on wheels and squeaking of wheels on high-speed curves." •

OVERSEAS. Salih Sidhom, former general manager of Zambian Railways in Africa, says the high accident rate on his nation's rails is due in part to drunken driving. Engineers carry crates of beer in their cabs for relief from the heat.

Reports that rail passenger service to Jerusalem will be dropped are untrue, according to Hans Kohut, P.O. Box 1004, Givatayim, Israel. One million Israeli pounds have been allocated for a new high-speed rail line to the capital. Israel's minister of transport says: "Development of our railway system is the only alternative to having our highways clogged by motor traffic." For the dedication of our new Tel Aviv South railway station, the Society of the Friends of the Railway in Israel have issued two cachets—a letter and an illustrated postcard.

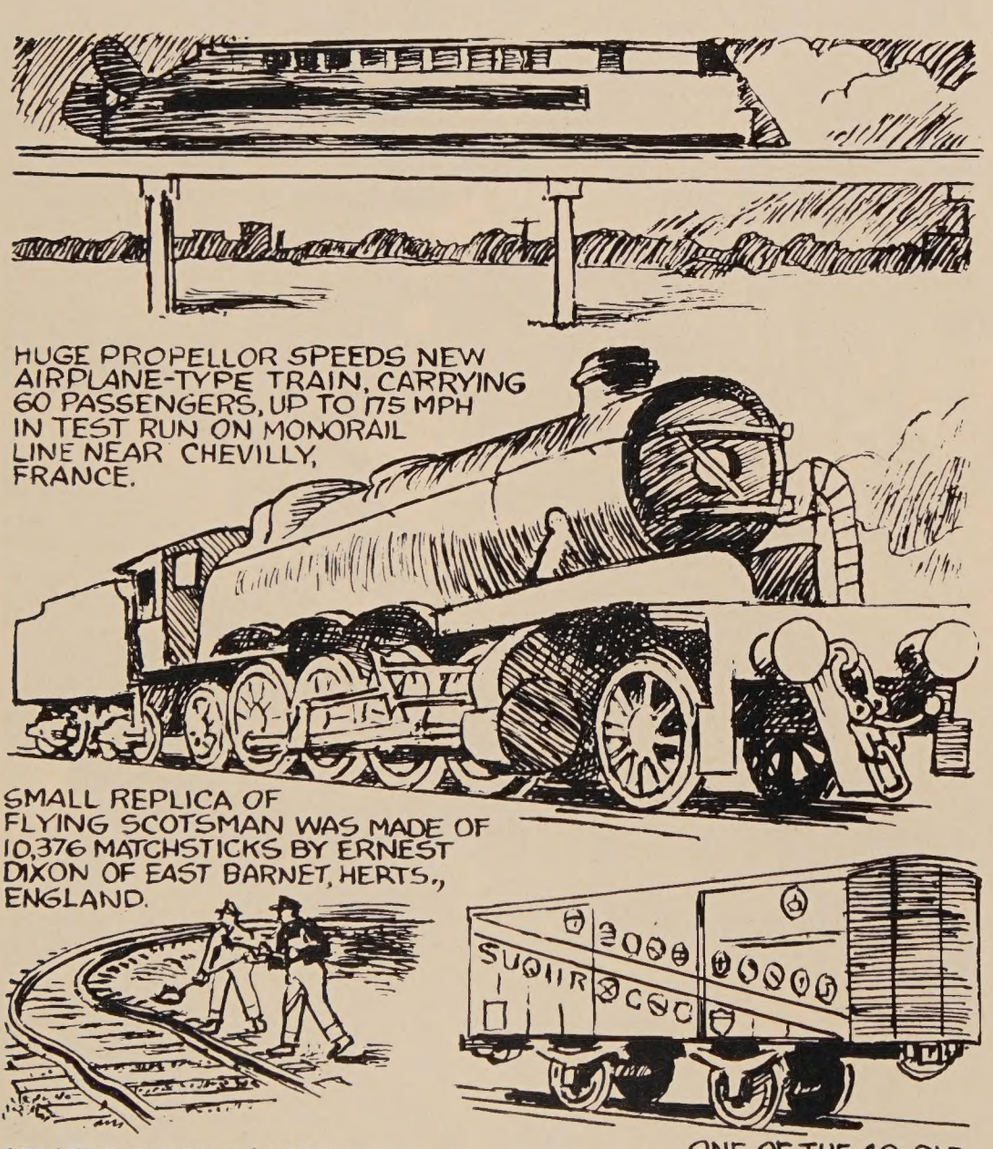
Robbers boarded a train at Lewisham, England, carrying $558,240 in silver bullion, but were foiled in a robbery attempt. Police said the bandits broke into a sealed car containing 100 boxes of silver Italian lire and 183 bars of silver and dumped out $55,000 worth at three pickup points along the 30-mile route between London and Dover.

A railroad worker, Kenneth Luck, spotted one silver bar beside the tracks and alerted police. Authorities scrambled to beat the gang to the loot and reported recovering all of the silver except eight bars valued at $14,640.

A Norwegian express train was recently delayed by lemmings. Thousands of rodents were crossing tracks as the train approached. The tracks became so slippery from their crushed bodies that the locomotive wheels spun, stopping the train. Every few years thousands of lemmings rush en masse to the sea and drown. It seems to be Nature's way of solving the overpopulation problem.

Railroad must have wide circulation. Because my name and address have been printed in it, I get mail from many foreign countries.—John Drayton (British Rail engineer, retired), 13 Sycamore Rd., Griffithstown, Pontypool, Mon., England, NPA 5AL.

ALONG THE IRON PIKE by Joe Easley


HUGE PROPELLOR SPEEDS NEW AIRPLANE-TYPE TRAIN, CARRYING 60 PASSENGERS, UP TO 175 MPH IN TEST RUN ON MONORAIL LINE NEAR CHEVILLY, FRANCE.
SMALL REPLICA OF FLYING SCOTSMAN WAS MADE OF 10,376 MATCHSTICKS BY ERNEST DIXON OF EAST BARNET, HERTS., ENGLAND.
SUGAR
PITY THE POOR GANDY DANCERS ON THIS CROOKED-RAIL EXTENSION OF PACIFIC GREAT EASTERN. BUILT ON SHIFTING MUSKEG AND GLACIAL SILT IN NORTHERN BRITISH COLUMBIA. TRACKS SHIFT WHEN WEATHER CHANGES.
(Malcolm Patterson, Nova Scotia, Canada)
ONE OF THE 48 OLD RAILROAD CARS THAT FRANCE GAVE TO AMERICA SHORTLY AFTER WORLD WAR II IS LOCATED AT MID-CONTINENT RAILWAY MUSEUM IN NORTH FREEDOM, WIS.
(Ken Klein, Rockford, Illinois)

I want to hear from railfans telling me about steam locomotives preserved. —Giorgio Moreschi, Via del Conero N-6A, 60100 Anconia, Italy. (*Ed. note: His knowledge of English is only fair. If you contact him, write very plainly, using short easy-to-understand words.*)

Hong Kong has a railway running between Kowloon and the Chinese border at Lo Wu bridge, which bridge crosses the Sham Chun River. It is the British section of the Kowloon-Canton Railway. The railway station is adjacent to the famous Star Ferry terminal on Kowloon side. Since 1949, passenger trains do not cross the border. Passengers wishing to enter China (Canton is the first major station) must cross the bridge by foot. Mail and freight traffic in bulk, however, travel through without trans-shipment. Daily, 17 passenger trains operate both ways. Track is mostly single and traction is diesel.

I am a Dutchman living here on an expatriate basis for a Dutch shipping company. Railways and tramlines have fascinated me since I was a kid, when I spent many hours at the two railway stations in my home town, The Hague, just watching trains come and go.—Gerard Schra, P.O. Box 45, Hong Kong.

The locomotive of the night express to Manchester, England, left Crewe on time, but the train didn't. Someone forgot to couple the locomotive to the passenger cars and it got five miles down the track before it was stopped. It backed up and took the train on its way 20 minutes late. ●

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MY FATHER was a Northern Pacific station agent, later working on the Canadian Northern (now Cana-

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Donald C. Dietrich, 9508 15th Ave., N.E., Seattle, Wash. 98115

Hillcrest Lumber Climax No. 10, now privately owned, leads a fantrip special near Honeymoon Bay on Vancouver Island. The special was operated as part of "Railcon '70," sponsored by Juan de Fuca RR. Club of Victoria, June 21, 1970.

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★ 481 **DOUBLING THE STEEP SIDE** 487 and 498 hammer up the 4% from Chama to Cumbres twice. 30 extended run pasts. Lobato, Coxo, Windy Point etc. 370 feet $29.95

★ 482 **WINTER ON CUMBRES** 493 digs in from Alamosa to Cumbres. 18 high speed run pasts to Antonito. 28 mountain run pasts: Big Horn, Sublette, Phantom Curve, Los Pinos etc. 410 feet $29.95

★ 483 **LAST TRAIN OVER CUMBRES** (D&RG) Dec. 5 & 6, 1968. 473 and 483 in a doubleheading spectacular from Alamosa over the top. 473 continues from Chama into Navajo Canyon. 31 run pasts. 300 feet $24.95

Ektachrome Originals

★ 484 **FIRST TRAIN ON CUMBRES** (Cumbres & Toltec Scenic RR) Sept. 3, 1970 The camera is mounted on a track speeder ahead of 483 from Antonito to Big Horn (8 run pasts) then turned forward for the run thru Toltec Gorge to Osier. Approx. 200 feet $15.95

★ 8444A **8444 ON SHERMAN HILL** A helicopter follows 8444 up the Dent Branch and over Sherman. Locomotive continuously on screen for approx. 400 feet. 25 carefully selected ground run pasts in precise order. Superb color Super 8 400 feet $39.95

★ 8444B **HOME TO CHEYENNE** May 1970 8444 thunders north from Denver in the rain with one of the last steam powered, main line passenger trains in America: UP "City of Kansas City" 5 high speed run pasts. Station, turntable & roundhouse action Super 8 color 140 feet $11.95

★ 4501A **IN THE BLUE RIDGE** Part I Sept. '70 A helicopter follows 4501 from Roanoke over Christianburg Hill to the New River Gorge plus Cab interior shots. Approx. 200 feet $19.95

★ 4501B **IN THE BLUE RIDGE** Part II Helicopter continues with 4501 down the Gorge and on to Bluefield. Breathtaking shots: Cliffs, cuts, tunnels and bridges. Engine almost continuously on screen in both parts. Approx. 200 feet $19.95

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Colorado Railroad Museum

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dian National), around the time in 1905 when we moved from Funkley, Minn., to Banning, Ont., Canada, about 18 miles west of Atikoken; and in that sparsely settled wilderness my mother emerged as a sort of Florence Nightingale.

The tiny village had no post office, no hospital, not even a school, only the depot and a section house. The Northern Construction Co. had local headquarters there and its employees picked up mail at our depot. My mother handled it for them. She was a wife, a mother, a school teacher, and a trained nurse and she taught the three R's to us children, among others.

Her nursing experience helped a lot. One day a young brakeman was scalded in a train wreck. Mother devotedly took care of him, working tirelessly to save his life, but he died in our one and only bedroom, and we all wept. She treated several lumberjacks also in our primitive home and set more than a few broken bones. It seemed there was always some kind of disaster: typhoid fever, trees falling on lumberjacks, men drowned in log drives, and so on. Mother carried on with skill and compassion, smiling bravely. We all slept on the floor while the hospital cases were being treated.

There were two major forest fires. My father heroically fought them with back-firing and thus saved the community. Each time, the railroad wanted to run a special train to Banning to take its residents away to safety, but Dad felt it was better for everyone concerned just to operate the train in and out through the flames.

My teen-age brother Frank was one of the best canoemen in the north woods. He and I rescued several men from drowning. One time we heard a fellow hollering across Banning Lake. Quickly paddling over to him, we found a red-faced husky Scotsman trying to protect four horses from an approaching forest fire. Having axes, Frank and I built a raft as fast as we could to help in the rescue work. Then my parents sent a dozen lumberjacks to the scene with a barge. The Scotsman and his four horses were saved.

Like most lumberjacks, those in our area were illiterate but smart in the ways of the big woods. Mother taught several of them to read and write. Some famous people lived around there. For example, Kid McCoy, the champion middleweight prizefighter, was employed at a lumber camp near Banning; and Frank Gotch, the world's heavyweight wrestler, innured his muscular body to hard knocks by working in a camp not far from us. Jim Preston, member of the Canadian Parliament, lived there a while, too. And a pretty little girl visited relatives in the area while we were living there. Nobody knew then that she would become a very famous movie star, Mary Pickford.

What exciting memories! I doubt if any present-day TV show could equal the entertainment for children that we had with a friendly three-legged bear named Tripod and a tame moose that was called Bell because she wore a bell around her neck to warn people when she was headed their way.

One day Bell stormed frantically into our depot through the open door and tried to kick herself under the telegraph table. Following close behind was Tripod who managed to make creditable speed on three legs. Seeing instantly that something was wrong, my parents herded us kids back into the little kitchen. Suddenly a wild bear, with eyes shining fiercely, showed up in fast pursuit. Dad shot him with his model 95 Winchester rifle. What did we do with the huge carcass? Well, a team of horses dragged it down to a swamp, where coal and oil poured over it assisted in the cremation.

I remember the summer of 1908 when a washed-out bridge tied up the passenger train at Banning. The friendly bear and the tame moose figured in this story, too. It was July first, Canada's Independence Day, so we all celebrated. One event was a teen-age girls' foot race. Well, the race started all right. Then Bell and Tripod, imbued with the spirit of the day, got into the act, running after the girls. The train passengers were so frightened that they spurted out in front, while the Indian girls stopped to laugh. The race was declared a draw for all ten contestants, including the two animals—just another episode in the life that swirled around a wilderness depot.—George J. Gale, 2527 Buker St., Olympia, Washington 98501. ●

HOW many readers remember railroad pay-cars? One oldtimer who does is J.T. Riley, a retired Louisville & Nashville conductor. For many years Riley got his wages from such cars. He was then a passenger trainman running between Birmingham and Calera, Ala. Pay-car No. 9 traversed the division twice monthly, paying off all employes in gold and silver. It ran as an "extra" with a conductor named Hobart and a paymaster named Wilson. The latter's son was his assistant paymaster and helped to count out the money. Protecting them were three armed guards.

The car would stop wherever a section gang or train crew was seen. Its runs were prime assignments and a certain prestige accrued to them. The conductor was more or less responsible for the safety of several thousand dollars in company money. There was never a pay-car robbery on the division while Riley worked there, but on other roads such holdups were not uncommon. Riley says his early pay averaged $60

Nickel Plate 759 with fantrip on the Western Maryland crosses Salisbury Viaduct.
Photographed Oct. 18, 1970, by Edward Blackman, Box 89, Georgetown, Conn. 06829

a month, often in $10 gold pieces.

The pay-car continued to run until about 1916. After that, L&N began paying by check. Pay-cars, like steam locomotives, are something out of the past. We don't know of any which have been preserved.

Riley went railroading on the L&N in 1910 as an assistant station agent. The following April he transferred to train service. He retired March 1, 1956. He's the senior member of the Heart of Dixie Railroad Club in Birmingham.

"When they took the steam engine away," he says, "they took most of the joy of railroading."—Stuart Covington in *The Birmingham News.* ●

WHILE many notable trains over the world have whistled to a final stop, not so the *Bima* night express on Java. It still glides from its terminal at the capital city at 3:30 each afternoon for its overnight east-to-west run down the spine of the island to Surabaya where it arrives at 8:27 a.m.

Along the track several hours out of Jakarta it hoots a greeting to its opposite number, the daytime *Bima* on its way from Surabaya to the capital. Bima, it is claimed, stands for *biru malam,* or "night blue," for the color of its paint. The night train, therefore, is the 'blue train." And its uniformed crew is not above chasing away urchins whose grubby hands may touch its shiny sides, for *Bima* is a national showpiece as well as the pride of the Indonesian National Railways.

Every train run is a show in itself. A rambling, stone edifice serves as the largest terminal of this city of 4 million people. Local crowds surge the perennial floor-show which consists of passengers boarding the *Bima.*

The loading *Bima* train is a social affair. An endless flow of visitors wanders along its aisles and pops into compartments to share the air-conditioning and wish the traveler well.

The pageant along the track is noteworthy. Seemingly most of Jakarta lives along its roadbed in structures capped with red tiles whose rattan and rush-woven sides make them seem more like baskets than houses. Chickens scratch in toy vegetable gardens and naked children play in the drainage ditches. Goats graze with noses inches away from the steel tracks and dogs doze under stunted banana trees.

Each city crossroad has a pole barrier down as the train slides by, and each barrier holds back a tidal wave of bicycles, trucks, and horse-drawn carts.—*Christian Science Monitor.*

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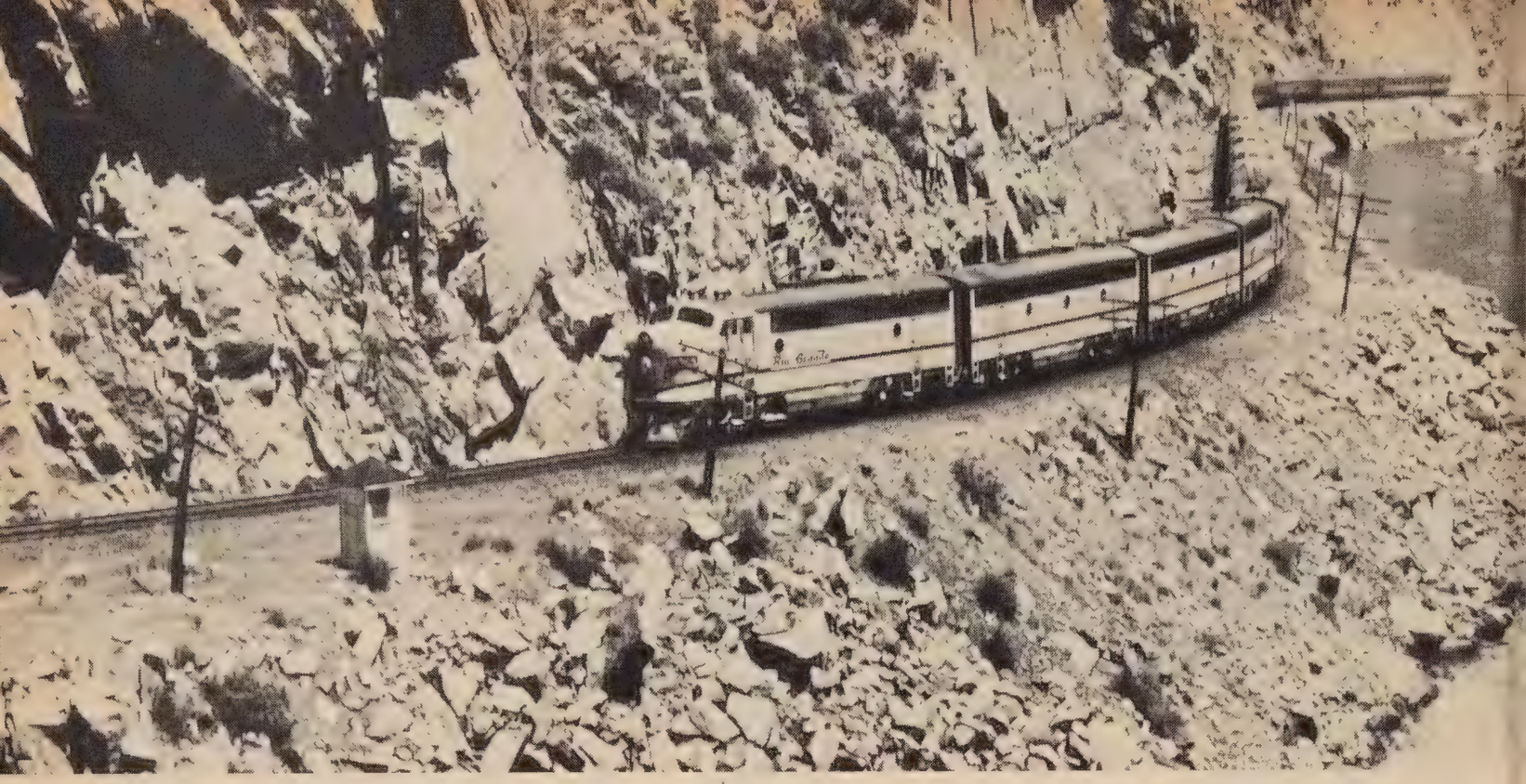
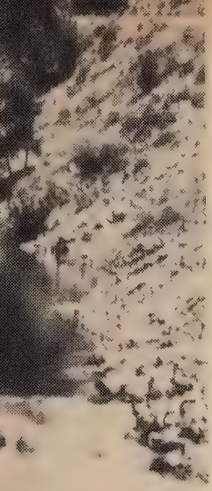


Denver & Rio Grande Western *California Zephyr* snakes through Beyers Canyon near Hot Sulphur Springs, Colo.
Elmer Treloar, 101 California St., Highland Park, Mich. 48203

PHOTOGRAPHS OF THE MONTH

Photograph by John Bromley

Girls get ready to board PCC No. 1652, but the photographer didn't tell us where.



Profile view of 4501 silhouetted against Logan Martin Reservoir in Alabama appeared in book, *Southern Steam Specials*, by Mike Eagleson and Ron Ziel. Loco had just left famous Anniston meet.

Mike Eagleson, 37 Edgemere Ave., Mt. Arlington, N.J. 07856

Reading MU 9121 on the Chesnut Hill branch in Philadelphia on a snow filled day in March, 1969.

Bob Trennert, 944 E. Johnson St., Philadelphia, Pa. 19138

Clear Board for a One-Car Train

Eastbound Chesapeake & Ohio Railway train No. 12, on its way from Grand Rapids, Michigan, to Detroit, is about to pass over the Grand Trunk Western crossing at South Lyons. That once-popular train has been reduced to a single car. The architecture of this little station is rather intriguing. It calls to mind something out of Grimm's Fairy Tales.

Photograph by Elmer Treloar

Northern Pacific 2-8-2 No. 1812, class W3, was seen wheeling southbound local freight out of Tacoma, Wash., in '55. The scene is Twenty-first and Dock streets.

F. Wilkinson, 4423 N. 11th St.
Tacoma, Wash. 98406

Many a trainman has felt exasperated by being unable to find his caboose after it had been shifted around in a yard. To solve this problem, E. V. Metcalf, a Canadian Pacific freight conductor, cut out various shapes from tin to be placed atop crummies. Here is one of them. Details can be found in Bill Knapke's book, *The Railroad Caboose.*

Photograph by Nicholas Morant (Canadian Pacific)

Our February cover showed a girl posed on Long Island engine 35. And now Rosily Bazzini (224 W. 46th St., New York City) reminds us of the other LIRR steamer on display: No. 39, renumbered 38 because her original number plate was lost or stolen. Photograph was taken last summer.

Frederick Vogelgesang, 211 W. 53rd St., New York, N.Y. 10019

Canadian National freight on Grand River bridge at Paris, Ontario. Note reflection of bridge in water.

Photograph by Elmer Treloar

Both photos by Loring M. Lawrence, 195 Lancelot Dr., Manchester, N.H 03104

Water Operated Funicular Railways

(Left) East Hill "Lift" at Hastings, Sussex, on the Channel coast of England, is 267 feet long, has 5-foot gage; gradient, 78.1 percent. Opened 1903. (Below) Lynton & Lynmouth Cliff Railway at Lynmouth, Devon, on the Bristol Channel coast of England. Length, 900 feet; gage, 33 inches; gradient, 55 percent. Opened 1890.

We Wonder What Is in the Package That She Is Carrying

Western Pacific freight, westbound, is waiting at Pleasanton, California, on a fine November morning in 1969. Its power consists of two EMD GP-20's numbered 2010 and 2005. Debra Nash of San Francisco, who has just crossed the track, obviously is not a diesel fan, for she is not looking back at it.

Virgil C. Staff, P.O. Box 268, Berkeley, Calif. 94701.

STEAM SWITCHERS IN THE EAST

by BERT PENNYPACKER

Dec. 31, 1956, with Norfolk & Portsmouth Belt Line 0-6-0, Norfolk, Va.
H. Reid, Box 5444, Parkview Sta., Newport News, Va. 23605

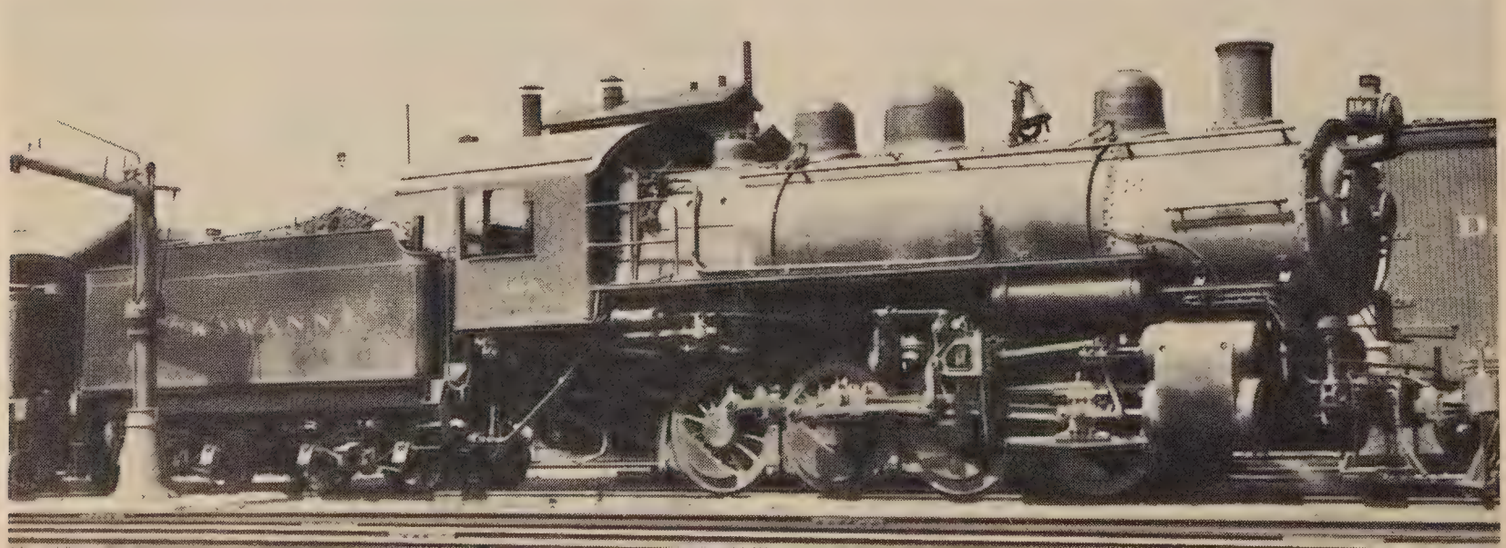
MANY of us recall the long-gone happy days when friendly crews of steam switchers invited us into their cabs for short rides. Thrilling, indeed, it was to feel the firing deck sway beneath our feet and to sense the engine's power. And if we were very fortunate we were permitted to heave a few scoopfuls of black diamonds into the seething firebox and blow the whistle and ring the bell. Ah, those were the days!

I experienced such joy on the Pennsylvania Railroad's diminutive 0-4-0's that served the industries and waterfront of my home city, Philadelphia. It could just as well have been on sleek, white-trimmed 0-8-0's of the Delaware & Hudson or a mammoth Chesapeake & Ohio 0-10-0 wheeling 100-car cuts of loaded hoppers at Peach Creek, W. V., or Columbus, Ohio. Whatever the engine was, the plodding and often grimy switchers stood at the grass-roots of railroading. Always accessible, they had an almost human personality that the haughty road-power locos lacked.

A Pennsy official once told me that the humble switcher held the key to all railroading, since no train could operate without her to assemble the cars, make up the consist, and take the train apart at destination. Due to her short wheelbase, small driving wheels, and no trucks, the average steam switcher was, from necessity, a relatively unstable machine with a limited speed capacity of maybe 20-to-25 miles an hour. Few had mechanical stokers. The 0-6-0 was by far most numerous type. Sadly enough, yard goats became the first major steam casualty when diesels appeared.

Among big Eastern roads, you might have expected the giant Pennsy to have a vast switcher fleet, but surprisingly there were only 591 such engines on the Keystone Road's roster in modern steam years. The reason? An abundance of onetime mainline freight 2-

Collection of Harold K. Vollrath, 8938 Maple Drive, Shawnee-Mission, Kan. (reproductions available)
Delaware, Lackawanna & Western 0-8-0 switcher is seen shortly after she was built at the road's Scranton Shops in 1917.



With characteristic tender, No. 6275 puhes cars in front of quaint Victorian station at Goderich, Ont., in 1958.
Photograph by Elmer Treloar

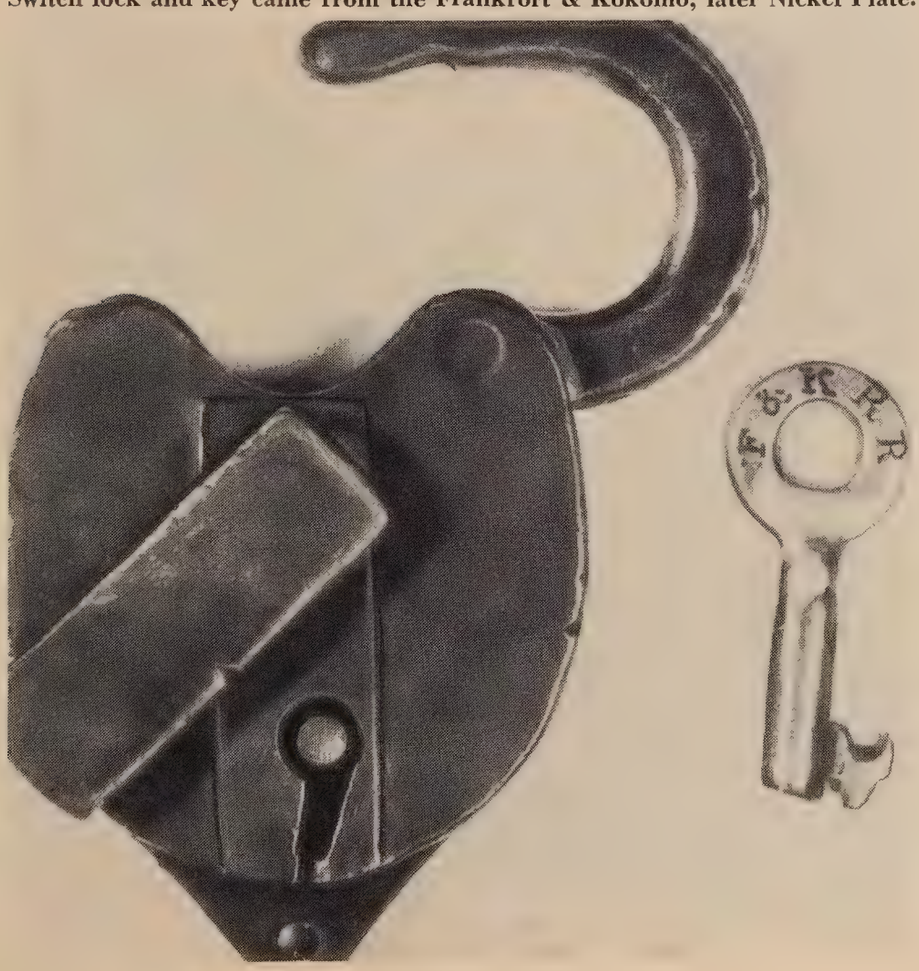
8-0's handled much work that might otherwise have been assigned to regular switchers.

Even so, PRR-designed 0-6-0's were odd in that their main rods connected to the second driver while most locomotive designers had found a third driver connection would produce better torque and stability. However, the Pennsy's heavy B6sa-b classes performed well and didn't seem to suffer much from it all, probably because of their rather long wheelbase. They could really crack the whip with strings of cars as their hoggers opened 'em up on local runs.

Did you ever see a loco designed expressly for switching other engines? Most roads used several in moving dead power at shops or large roundhouses. These were saddle-tankers, without tenders. Each was short enough to fit onto the turntable with the hog she was moving. PRR had twenty of them, class B8a, their saddle tanks carrying 1596 gallons of water plus a small bunker at the rear holding 2500 pounds of coal. I remember seeing one in Ohio helping to repair the turntable's electric feed cable at the Columbus engine terminal. She was parked in the center of the table. Workmen were standing on ladders that had been placed atop her.

Once abundant, the little 0-4-0 in her sunset years became a rarity. Only PRR and the Reading kept sizeable fleets of them, chiefly because both roads had many sharp curves on industrial tracks. The Pennsy A5s was notable as the largest of its type in America, with a tractive effort of 30,192 pounds. Its modern design included piston-valve cylinders, power reverse, Walschaert valve gear, and superheater. Reading 0-4-0's, being Camelbacks, created even more interest. One apiece of these undersized four-wheelers from each of the two roads is now preserved by the Strasburg Rail Road and on dis-

Switch lock and key came from the Frankfort & Kokomo, later Nickel Plate.



play at Strasburg, Pa. They include Pennsy 94 and Strasburg 4 (ex-Colorado Fuel & Iron 4, ex-Reading 1187).

Many Pennsy and Reading yard engines used the beaver-tail or bobtail type of tender wherein the cistern (rear) portion sloped downward for better rear vision from the cab, a practice not common on most roads. The slope cut way down on water capacity. While it was standard for all Pennsy 0-6-0's, certain engines were equipped with rectangular tenders when assigned to jobs where more water is needed.

I particularly liked the Reading B7a, a neat little Camelback 0-6-0 built both by Baldwin and the Philadelphia & Reading Shops, between 1906 and 1913. For many years these goats worked the yards at Coatesville, Pa., often struggling mightily to shift heavy cars of steel scrap and finished steel plate around the sprawling Lukens plant. One would chuff out of the plant with ponderous loads, get a stop signal from the brakeman, apply engine brakes, and skid 20 to 30 feet along the rails with her drivers locked motionless before she'd stop. They didn't bother to couple the air brakes through the cars while switching, so the weight and inertia simply kept pushing the B7a until momentum dwindled.

The B7a steamed well; firing her must have been a cinch. The fireman seemed to spend more time in his cab snoozing than he did at the backhead. Around the Coatesville yard, they called No. 1335 "the killer" because of her accident record. One day engineer Harry Gregson piloted her through the steel mill as he switched cars beneath a big overhead bridge crane. Well, the crane operator either failed to see her approaching or he misjudged the distance. The crane hook seized a corner of the 1335's cab and lifted it right off the boiler! Harry was undaunted. With a mop of red hair sticking out from under his dislodged cap and a sickly grin on his face, he scrambled off the engine a bit shaken up but unhurt.

One of the strangest assignments ever handed a switcher occurred at Coatesville at the time of a raging blizzard several days before Christmas of 1941. I was then working as an extra mail clerk on the Reading's oil-electric motor-car train to Reading, Pa. As I approached the train, I noticed a B9a back-cab 0-6-0 coupled ahead of the motor.

"What's going on?" I asked Sam Rice, the hogger, who was hurrying toward the warmth of the 1469's cab in the swirling snow.

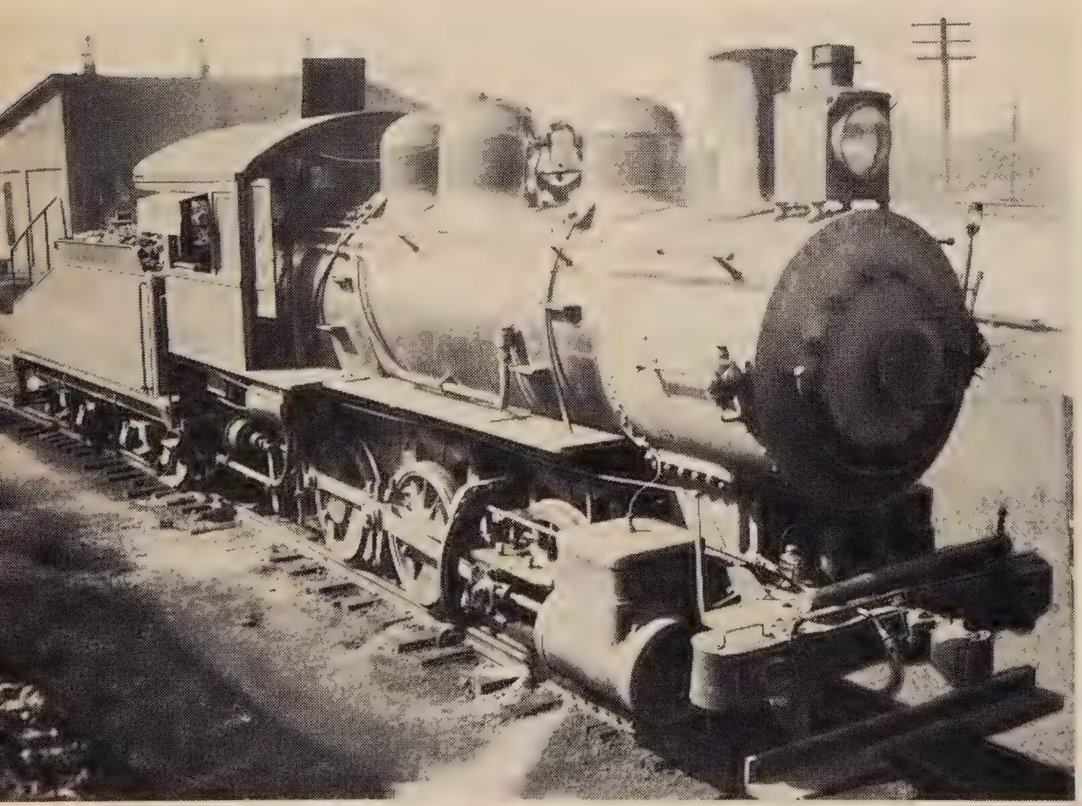
"The radiators on the motorcar are frozen solid," he replied. "We're going to Reading with a steam engine."

The news thrilled me. Not only did I have a job working on this train, but also became a part of the overall crew sharing the emergency. Ordinarily, the management might easily have canceled the train, which carried few passengers, but they had to honor the mail contract. The 40-mile run progressed at a slow gait through the falling snow.

I could just barely keep my mind upon sorting mail as the shrill whistle blasts reached my ears in the RPO section. I had worked this run in a regular steam train with a Camelback ten-wheeler pulling, but never in a

Photograph by H. Reid

Boys play in creek while 2-8-0 Interstate switcher No. 68 works at Andover, Va., in Aug. 1952.



Pennsy 0-6-0 No. 8968 (class B-29), seen at Xenia, Ohio, back in Oct., 1910.

Collection of Harry P. Albrecht, 40 Wilton Ave., Clifton Heights, Pa. 19018

motorcar pulled by an 0-6-0! We finally rolled into Reading's outer station, 90 minutes late.

Since yard goats are a necessary expense, contributing only indirectly to ton-mile revenue, many roads preferred an economy switcher with few modern appliances. The Wheeling & Lake Erie didn't. Burdened with a fleet of old and inefficient 0-6-0's and 2-8-0's between the years 1928-'40, the road built thirty modern 0-6-0's and twenty 0-8-0's, all designed along the lines of U.S. Railroad Administration power. Except for three other locos, this was the entire output at the Brewster, Ohio, shops. The B5 six-wheelers were notable in being the only steam switchers in America equipped with Timken roller bearings on all axles. Nos. 3951-3980 also had superheaters and syphons. Perhaps the on-line presence of the Timken plant at Canton, Ohio, had something to do with it.

W&LE's 1928 usage of USRA design concepts in its new switcher program came ten years after conception of the originals in World War I. However, the Wheeling road was not alone. A vast majority of switchers embodied USRA features, thus attesting to their soundness of design. Of all twelve types built during the war, the 0-6-0 total of 255 was the second largest.

Pennsy's thirty switchers of USRA design worked chiefly on western portions of the system. For some odd reason, they were probably the only non-standard power that never received major changes. While only 175 pure USRA 0-8-0's came along in wartime, it has been estimated that more than 1375 copies or designs embodying some of the original concepts were built.

Regarding yard goats as economy engines, at least four eastern roads converted obsolete 2-8-0's into usable 0-8-0's merely by removing the front trucks and doing some rebuilding. These included the Delaware & Hud-

Norfolk & Western 0-8-0 No. 231 (class Sla) was built at N&W's Roanoke Shops in 1953; it was the last group of steam locos to be built in America.

Collection of Harold K. Vollrath

son, Lehigh Valley, Reading, and Baltimore & Ohio.

Under L. F. Loree's direction, the D&H project probably had more fancy frills than economy. First, Camelbacks got rear cabs and smooth outside boiler jackets. Some received new tenders. All were neatly trimmed in white paint like the other D&H power.

The rebuild of Baltimore & Ohio E24 Consolidations into L1a switchers is most interesting. This group, designed originally when B&O was under Pennsy control, had Belpaire fireboxes and the old-style PRR cabs. I recall an L1a working the west end of the Cumberland, Md., yards near the passenger station. The fireman's unofficial duties included walking to a nearby lunchroom to buy steaming hot coffee and doughnuts while the old hogger ran and fired the 0-8-0.

One day a handsome young man showed up from the extra list to fire the job while the regular man was on vacation. The new fellow did all the routine tasks, including the lunch errand, but seemed to be taking more and more time to come back with the Java and sinkers.

"What's holding you up?" the hogger queried.

"Oh, the lunchroom is busy this time of night," the fireboy said airily.

"At one a.m.?" shot back the engineer.

The only reply was a sheepish smile. The old man was suspicious. Something unusual must have been causing those lengthy absences. Tired of firing each night for 45 minutes or more in addition to running the goat, he arranged with the conductor to help him in solving the mystery. And so five minutes after the ashcat left for the night lunch, they followed him.

Well, the youth went to the hot dog stand all right, but it was deserted ex-

Photograph by H. Reid

Chesapeake & Ohio fireless cooker No. 37 lumbers along with a string of cars at the Charleston, W. Va., freight yard.

Lackawanna 0-6-0 switcher outshopped by Alco in 1910.
Collection of Harry P. Albrecht

Pennsylvania 0-4-0 class A-3, seen at Philadelphia in 1905.

Collection of Harry P. Albrecht

Pennsylvania's No. 94 one of the A5s class, built at Juniata in 1917, was America's largest and most powerful 0-4-0. She was photographed at Philadelphia in 1948, and is now preserved in the Pennsylvania State Transportation Museum at Strasburg, Pa.
Collection of Harold K. Vollrath

Jersey Central 0-8-0 Camelback operates under full head of steam on the Nesquehoning Branch with a local coal mine run.
Bert Pennypacker, 4307 Palmetto St., Philadelphia, Pa. 19124

D&H B-6 class 0-8-0 was originally built by Alco in 1902 as a 2-8-0 Camelback; she was rebuilt at the Colonie Shops in the 1920's.

All photos on these two pages from collection of Harold K. Vollrath

cept for himself and a sensuous blonde waitress with whom he was necking with some ardor. The pair quickly separated when the engineer and con opened the door.

"Well, well," the hogger boomed, "I see what you mean by saying this was a busy place!"

But he calmed down when the fireman apologized, and he even agreed to give the waitress named Linda a ride in his cab.

The Lackawanna achieved probably the most spectacular rebuild job of all when, in 1928-'35, its Scranton shops converted 38 Pacifics and 22 Mikados into ultra-modern heavy 0-8-0's numbered 201-260. The original engines had all been in freight work, but became outmoded with the acquisition of new high-capacity Pocono (4-8-4) types. Rather than scrap their boilers and other re-usable parts, the novel rebuild gave DL&W a superb new switcher fleet, saving the road money in depression years and giving work to many employees.

In contrast to its Pennsy competitor, the New York Central had relatively few 2-8-0's for local work, but boasted America's biggest inventory of 0-8-0's. The latter did much local road-freight work. Their newest, Nos. 8050-8074, came from Alco as late as 1944 for the Pittsburgh & Lake Erie subsidiary. An unusual job for NYC 0-8-0's working around the Albany, N.Y., passenger station was pushing heavy limiteds up the short West Albany hill, the only grade of any consequence between

U-class 0-10-0 was America's largest switcher; tractive effort, 95,000 lbs.

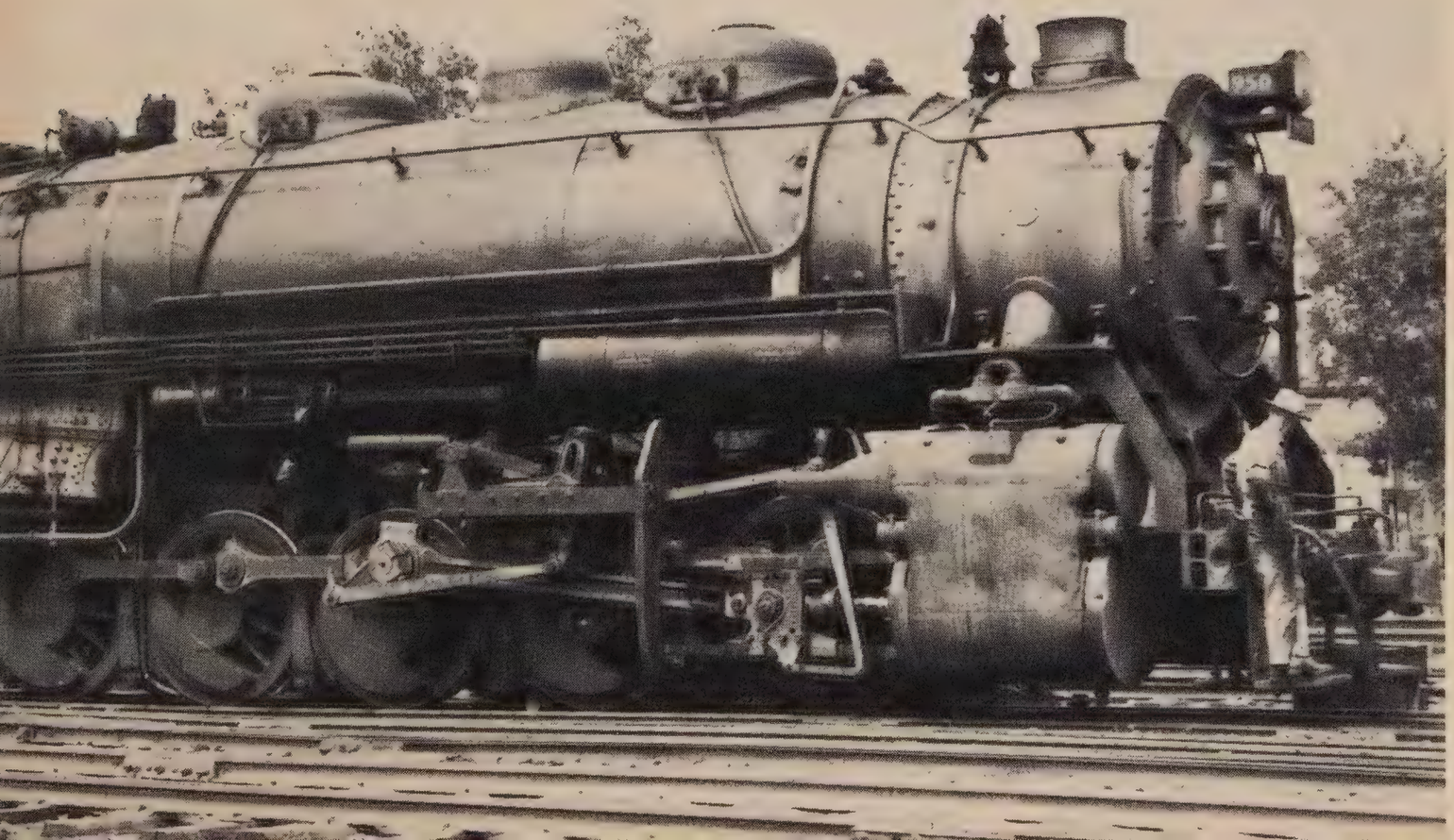
Forty-five Erie Railroad C3's were built by Baldwin between 1927 and '30; these 0-8-0's had unusual Vanderbilt tenders.

New York and Chicago on the Water Level Route.

"Working that Albany station job gave me the jitters," recalls Jimmy Quinn, who once ran an 0-8-0 switcher there. "The eastern end lead track switches were on a curve extending right onto the doubletracked bridge across the Hudson River. I'd pull out there to get a switch and then have two westbounds staring at my tender. Every minute I took was sixty seconds lost from their schedules.

"Sometimes heavy fog settling over the valley got so damn thick I couldn't even see the switch signals. A brakeman rode the pilot and passed signals with his lamp, but it made for tough going. One murky night I added Boston cars to a westbound limited and proceeded to push her up West Albany. I don't recall if we stretched the train to secure the coupling—maybe we didn't in the confusion of working in pea-soup fog—but when my 0-8-0 uncoupled on the fly, the cars I had added also broke away from the train. That really shook me up, but emergency brake pressure stopped them."

Which road had the heaviest 0-8-0's in the East? Big haulers of coal or iron ore like Bessemer & Lake Erie, Jersey Central, Delaware & Hudson,



Lackawanna, and Lehigh & New England had yard tonnage maulers in the 64,000-to-68,500 pounds tractive-effort range.

When one of them tied onto a long string of loaded hoppers, they meant business. Even so, I have seen them down on their knees, struggling as a smoke column rose from the stack while drivers spun like the roulette wheels of Las Vegas. Light rain or early morning dew on the rails, combining with grease and coal or ore dust, could slow down the heaviest engine. I remember seeing a B&LE hogger at Conneaut, Ohio, uncouple and run slowly down the track for a quarter-mile to put down a layer of sand, then return to recouple and start the lethargic load.

It may seem strange, but the New Haven's three-cylinder 0-8-0's (Alco, 1927) didn't pack the tractive effort you might have expected—only 60,600 pounds—but they boasted better adhesion and thus a higher percentage of usable power. Besides, in this slow-speed design, the third set of machinery must have proved easier and cheaper to maintain than in high-speed power.

Coming now to king-sized switchers, the ten-coupled, the Philadelphia & Reading as early as the 1860's had this type as well as 0-8-0's and even a mammoth 0-12-0. Master of Machinery James Millholland designed and had them built at Reading Shops, but they operated as road pushers and not yard engines. The 0-10-0 thirty years ago was slow and cumbersome, hard to counterbalance well. Nevertheless, it was liked for slow hump work where its favorable adhesion factor prevented stalling that might occur if 0-8-0's did the job.

Out around Russell, Ky., and Columbus, Ohio, motive power men still remember the good work done by Chesapeake & Ohio's fleet of fifteen C12's. While its tractive power of nearly 63,000 pounds didn't really exceed that of large 0-8-0's, the C12 had such good adhesion with 51-inch drivers that she just kept on shoving, no matter what the load.

Among the small number of 0-10-0's operated in America, B&O locos 950 and 951 took top honors for being the biggest and most powerful switchers ever used anywhere. Col. George H. Emerson had them rebuilt at Mt. Clare Shops from two of the S-class 2-10-2's. Their tractive effort hit a whopping 95,000 pounds and, believe it or not, they were hand-fired!

Seeing one on the job at Cumberland, Md., I almost thought the big brute could lug every single car out of the yard in one fell swoop. Her hogger said he had to be careful not to give 'em too hard a shove when a few cars had to be kicked into the yard rather than over the hump. An engineer once gave 'em too much heave-ho and the coasting cars smashed up when they hit too hard down in the yard.

Considering main cylinder power (no boosters), both Pennsy and Reading wound up in a dead heat for having the East's most powerful 0-8-0's. Introduced in 1925 by PRR motive power chief William F. Kiesel, the 90 brutish-looking C1's carried 250 pounds of steam pressure in their Belpaire boilers. It was the highest ever used in a switcher! Tractive effort hit 78,107 pounds, but the design was less than satisfactory because of the low adhesion factor (3.56), the too-rigid wheelbase, and firebox staybolt problems.

Designed by Reading's superintendent of motive power, I. A. Seiders, the engines of class E5sa came from Baldwin in 1924-'25 as the road's last steam switchers and its only yard engines to be equipped with superheaters. Numbered 1490-1499, their design was based upon the huge I10sa Consolidation. These 0-8-0's had the third highest tractive effort on the system, 77,855 pounds, only the Santa Fe and Mallet types being more powerful. They worked mostly at the Rutherford hump yard, at Abrams, and at Tamaqua, all three places being switching locations for heavy coal trains.

In the realm of the biggest, I must comment on the Baldwin-built 0-10-2 type of the Union Railroad of Pittsburgh, Pa., a captive terminal road of U.S. Steel. Known as the "Union type," their status as switchers is questionable, since they were used as transfer locos, designed to pull the same 12,000-ton iron ore drags that B&LE 2-10-4's pulled from Albion to North Bessemer. This sort of hybrid lacked front trucks. Otherwise, she had the concepts of big road power in size, in 61-inch drivers, and in a huge firebox supported by a trailing truck.

Our reminiscenses about the world of yard goats in the East wouldn't be complete without mention of the final ones built, all of these applying on a country-wide basis. When the final six A5s engines rolled from Pennsy's Juniata Shops in 1924, America had seen its last new 0-4-0's produced.

And in 1946, Alco outshopped the last 0-6-0's, these going to the Aliquippa & Southern. The last Camelback style switchers came from Baldwin in 1927 as 0-8-0's numbered 120-122 of the now defunct Lehigh & New England. This order caused the Interstate Commerce Commission to institute a ban upon all new Camelback construction in the interest of safety, even though the Reading actually rebuilt several back-cab 4-6-0's in 1929, substituting wide Wootten fireboxes for narrow ones and putting on center cabs.

The Norfolk & Western had a baffling paradox. Its fleet of small, antiquated, freight hogs handled switch chores for years; then, almost upon the eve of dieselization, the road finally acquired seventy-five modern 0-8-0's. The initial thirty came second-hand from the C&O, being built by Baldwin in 1948. Interestingly, they retained the same numbers throughout, 255-284, but a class change occurred from C16 to S1.

Then between the years 1951-'53, Roanoke Shops built the 200-244. This not only made them the last 0-8-0's to appear, but simultaneously rang down the curtain on steam locomotive construction in America.

Collection of Harry P. Albrecht

Ironton Railroad No. 21, a Cooke-built switcher, at Hokendauqua, Pa., in 1923.

Hatboro, Pa., May 17, 1970: Bob Linden, conductor on a local, compares watches with trainman Norman Tees.
Howard V. Pincus, 5 Eldredge Place, Rye, N.Y. 10580

Interesting Railfans Number 99: ROBERT J. LINDEN

by Freeman Hubbard

BORN into a railroad family, Robert J. Linden is a Reading passenger conductor living at Lansdale, Pa., and working out of nearby Hatboro. He has a sizeable collection of railroadiana and has taken numerous train and engine photos. "Railroading," he says, "is my hobby as well as my business."

Not long ago, when the Iron Horse Rambles were in full swing on the Reading, Bob rode the engine cab with the road foreman of engines on many of those fantrips, including the final excursion before the great 2100's were sold.

"As the engineer was busy on each trip," he recalls, "I'd volunteer to handle the whistle cord. It wasn't like whistling on ordinary runs. Reading publicity men, eager to please the tape-

Bob's grandfather may have been familiar with this Baldwin-built One-spot of the old Reading Iron Company. Rare photograph from collection of Harry P. Albrecht

recorders and railfans in general, usually picked from 20 to 50 special whistle points in addition to individual salutes. For example, when the train stopped at Pennsburg on the Perkiomen branch it emitted 13 long, evenly-spaced blasts in memory of a deceased newspaper editor who had devotedly published rail news.

"At Birdsboro, Pa., we had a long and varied exchange of greetings with two old steamers owned by Colorado Fuel & Iron Company at their plant. Our favorite was No. 4, an ex-Reading 0-4-0 Camelback (later donated to the State Museum at Strasburg, Pa.). As the trainload of jubilant rail buffs passed the CF&I plant at five miles per hour, whatever communicating whistle signal I blew, the other two engines repeated. It was a hobbyist's dream, and did we have fun!"

Bob also got much pleasure from blowing the T-1's quill while crossing the Delaware and Lehigh rivers on bright days when golden sunlight danced on the swift-flowing water, and in the green hills and valleys where its echoes resounded. He remembers, too, with gratitude all the coffee, doughnuts, sandwiches, and cold drinks served on hot days to the engine-cab occupants by George M. Hart.

George, who was one of our earliest *Interesting Railfans* (April '62), assisted Robert D. Crompton, then working in the Reading's Publicity Department, in planning and running the Rambles. He often went along on them and even furnished engineers' caps that enabled photo fans to get more picturesque shots. Crompton says he doesn't know of a more enthusiastic nor better informed supporter of the railroad industry than Bob Linden, whom he describes as "very cheerful and often smiling."

Bob tells me: "I was on the Ramble when the whistle from Baldwin's 50,000th locomotive, housed in Franklin Institute, Philadelphia, was used by a T-1; but it sounded like a flute because our steam pressure was only 240 pounds per square inch while the museum specimen carried a mighty 350 pounds. I used to get our T-1 out of her stall, generally at the Erie Avenue freight roundhouse in Philadelphia, and stay with her until she was taken off at Reading, Pa., or else put to bed after the trip. En route to Port Reading, N.J., one day I sat on top of the coal pile and shot some 8 mm. color movies, cleaning the smudge of stack emissions and whistle steam from my lens every few minutes. Right now I am trying to

Aaron G. Fryer, 6001 Drexel Rd., Philadelphia, Pa. 19113

The T-1's have long been popular subjects for shutter-bugs. We see one taking coal at Gordon, Pa., enginehouse 5 years ago. Note marker lights on pilot beam.

Black smoke for railfan photographers.
Photograph by William M. Ritasse

collect for my files some of the many tapes and records made on the Rambles."

Readers having such material to sell should contact Bob Linden at his home, 610 Knoll Drive, Lansdale, Pa. 19446. If you saw that movie entitled "A View from the Terrace," based on a John O'Hara novel, you may remember that it featured the Reading's 2124. Bob rode in her cab when she was moved over the Jersey Central Lines to Jersey City, N.J., for the film production with foreman Walt Albright.

Railfan No. 99 was born August 16, 1919, at Lansdale within 500 feet of the Philadelphia & Reading's Doylestown branch, being the fourth child of James and Anna (O'Donnell) Linden. The first three were girls. Their father worked in the P&R comptroller's office from 1904 until his demise in 1932, and one of the girls served in the revenue auditor's office.

P&R gloried in the title "The World's Largest Anthracite Carrier." It hauled considerable black diamonds, mostly mined by its own subsidiary, the Reading Coal & Iron Company. One of Bob's grandfathers, also named Robert J. Linden, was employed for 22 years by the Pinkerton Detective Agency. Assigned to the Pennsylvania coal fields, he organized an RC&I police force and took a leading part in crushing the Molly Maguires. a band of miners and their sympathizers who resorted to violence, even murder, in their drive for more pay and safer working conditions, particularly in the RC&I mines.

Grandpa Linden was contact man for the Pinkerton man who joined the Mollies as a spy to collect evidence against them. Bob has the police badge issued to his grandfather at that time, May 18, 1875 (about two years before America's first big railroad strike), and the Winchester rifle he used. Ringleaders of the Molly Maguires were hanged; others got long prison terms. But eventually working conditions in the mines improved, and RC&I was separated by law from its parent, the Philadelphia & Reading Railroad. You may have seen a melodramatic film, "The Molly Maguires," about two years ago. "Like most historical movies," says Bob, "it was grossly inaccurate."

On the strength of his record with the Pinkertons, Bob's grandpa became superintendent of the Philadelphia Police Department. He served under three mayors and died in 1904, fifteen years before Bob came into the world.

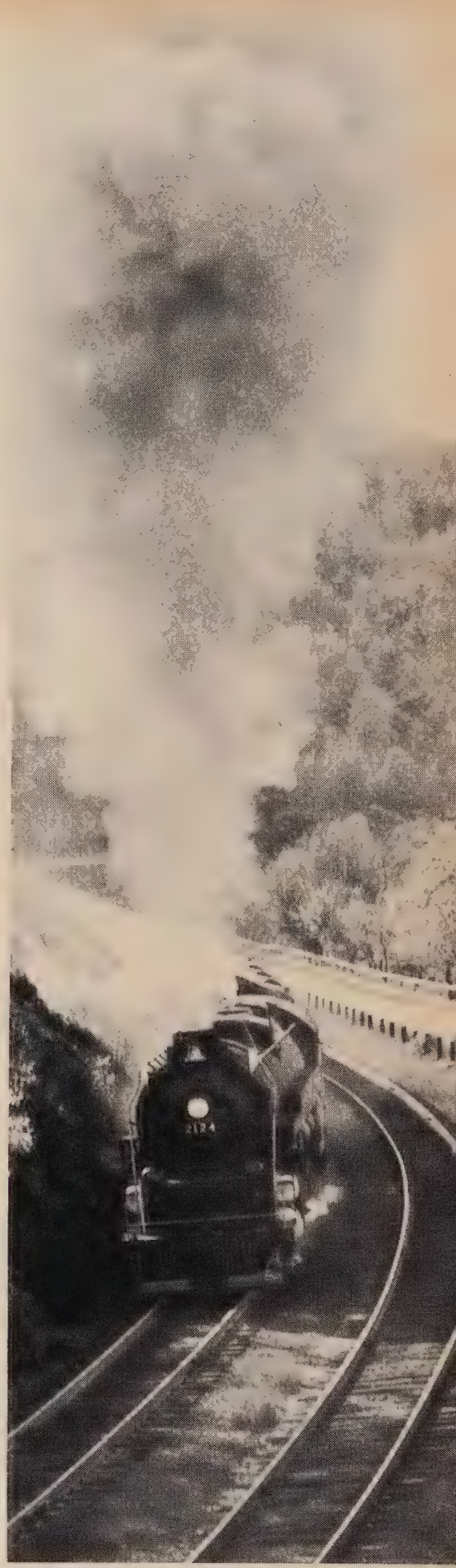
The boy spent many happy weekends riding trains with his father on passes. Old-timers recall that while traveling in mild weather before the days of air-conditioning, you kept your coach window open and had to wash coal soot and cinders off your face and hands. Looking out for mile after mile, watching signals and scenery, young Bob was learning railroad operation and building up enthusiasm for the career he would follow as an adult.

A day's journey for him in the 1920's and early '30's might include a ferry ride to Manhattan or to Camden, with maybe a fast cindery trip to the shore, racing a West Jersey & Seashore passenger train along part of the way. Sly news butchers would put tempting candy bars in children's laps and hurry away, aware that if someone didn't intervene quickly the kids would wrip off the wrappers and the parents would have to pay for the candy. This scheme made quite a bit of money for the Union News agents.

"I often played in the Lansdale railroad yard near my home," Bob recalls. "For many years that area was worked by 500's, 600's, Camelbacks, and then 1500's, 1600's, and 1700's. A hostler watched them in the yard at night and over the week-ends; The sleek types were followed by the T-1 class 2100's, built in the Reading Shops and used in freight service for iron ore trains to Bethlehem Steel Company at Bethlehem, Pa. Those massive maulers sometimes were led by a cab-signal-equipped G1 or G2 on an 8,000-ton iron ore drag.

"Now and then, to my delight, I would see one of the Reading's great inspection engines—the 100, 101, or 102. My parents rode in all three of those wicker-chaired beauties going to picinics for employes. The same locos also served for inspecting the many main and branch lines and for officials on fishing parties to New Hope, Pa."

Our hero tells how he enjoyed watch-



No. 2124 fights her way upgrade with a 16-car railfan special near Shamokin, Pa., en route from Shamokin to Reading on November 14, 1959, just before making a photo stop at Mt. Carmel Jct.
Photograph by William McClellan

Bob Linden helped on many Reading Rambles. Here he flags a Gettysburg crossing for No. 2102, May 5, 1964.
Photograph by Martin S. Zak

ing thirsty steamers get water, meanwhile smelling the familiar odor of tar under the water tanks on the Doylestown branch—tanks which supplied six water spouts in the station area. Often he saw the Philadelphia section of the *Black Diamond* speed through Lansdale. Later, as a trainman, he was to wave at his mother from trains as he passed near his home, hanging out a window or standing on a door trap.

"Day and night," he says, "I listened to the hoarse freight whistle, the chugging of Camelbacks, and the melodious chime whistles of Jersey Central 800's as they ate up the miles on Reading rails, pulling the 'Bing' (*Binghamton Mail).* Also the haunting mellow sounds of the long, gracious, G-class, high-wheelers as they blew for grade crossings; and later the 2100's, with nice-sounding whistles, hammering the rails. Many steamers that served Philadelphia's vast tidewater terminal, Port Richmond, hauling iron ore for Bethlehem Steel and other raw materials, wound up their glorious careers as scrap iron. It was sad to see them lined up dismally for the cutting torch at Bethlehem Steel."

Bob remembers, too, the staid old Reading Terminal. He bought the first ticket sold over the new counters when the building was modernized in 1948 —a ten-cent fare to North Broad Street —and the company magazine printed a photograph of him doing so.

"Jake Schrader, a smartly-dressed Reading conductor, gave me my first pet, a white kitten named Whitey," Bob reminisces. "I loved Whitey for 14 years and buried her tearfully below my bedroom window, using an old alligator wrench as a tombstone. Later, I acquired an elderly parrot from a profane Reading car inspector. It reached, I believe, the venerable age of 55 years and passed into the land of eternal

The Linden family: (left to right, front row) Jeanette (13) and her parents, Bette and Bob; (rear) Dianne (20), Janet (12), Jimmy (15), Sarabeth (23), Louise (18).

Lehigh Valley Transit snow-sweeper No. 23; Lansdale, 1934.
Photograph by Robert J. Linden

Bob "posting the white" on No. 2100 at Bridgeport, Pa., for a Ramble to Gettysburg.
Photograph by Martin S. Zak

a brakeman at the Erie Avenue yard. Becoming involved in a freight car mishap, I was laid off for 30 days without pay. This upset me. I wanted to quit, but General Manager Arthur C. Tosh, sitting beside me at the investigation, dissuaded me. 'My boy,' he whispered, 'since nobody got hurt, it isn't as bad as it seems. Stay on the railroad and learn something new every day.' Afterward, whenever I see Art Tosh in retirement, I remind him that I am still rolling up the miles, thanks to his fatherly advice."

A year of freight on yard and road jobs led Bob into passenger service. His first passenger run was out of Newtown, Pa., in torrential rain. The signals were dead that day, so he had to walk the long "blocks" to ascertain if his train could safely operate through them. The blue dye from his immaculate uniform stained his new, white, starched shirt. That was his "baptism" into passenger service.

"My first and only railroad watch, with 21 jewels," he tells me, "was selected in a pawnshop from a dazzling array of timepieces of many makes. Some trainmen owned from two to four watches apiece, carrying one on duty and keeping the others in hock. A brakeman charged me only $20 for one of his three beauties hanging in the pawnshop window, and it still serves me well."

silence without ever having uttered a single swear word in my presence."

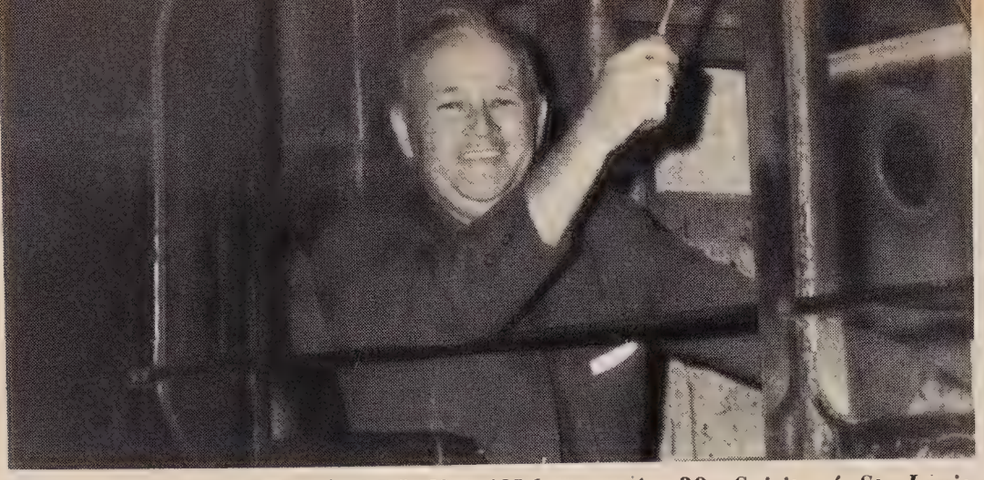
Bob's first ride in the cab of a locomotive, the 1599, confirmed his desire to become an engineman.

"That was in 1929 and I was only ten, but it seems like yesterday," he says. "She pulled a work train helping to set upright catenary steel for the wiring needed to power the Reading's fleet of multiple-unit commuter cars that would replace steam in suburban passenger service.

"Later, my first railroad pass let me commute between Lansdale and Philadelphia while attending high school in the big city. At that time, not knowing any better, I smoked cigarettes, cigars, and a pipe, all of which I have given up since my high school days. After graduation, I took my first job, which was in a bakery paying $18 for a 60-hour week. Eager to go railroading, I applied for a firing job shortly afterward, because I had learned that sons of Reading veterans or of deceased employes were given preference. But the road foreman of engines said I was too small to wield a shovel.

"A few months later, I hired out as

Self-portrait of Railfan 99 with some of his railroadiana at his home in Lansdale.



Bob Linden in the cab of GG-1 No. 4916 on train 30, *Spirit of St. Louis.*
Photo by engineer Bob Brennan

In 1935 he was bewitched by saucy, blue-eyed Bette Godshall of Lansdale, with her come-hither smile and wavy brown hair. Bette was an accordion player and a pianist. Bob first saw her when she was on her way to a public library, and he has been under her spell ever since, even though they are now married and have six children (Sarabeth, Dianne, Louise, Jimmy, Jeanne, and Janet.)

The wedding took place in the Catholic chapel at Sheppard Field, Texas, one hot August day in 1943, when he was serving in the U.S. Air Force via the draft board. Bette lived with her husband while he was in military service, including the time he worked as a brakeman on the Northern Pacific out of Pasco, Wash., helping to move urgently needed wartime freight. Released by the USAF early in 1946, he returned to Lansdale with her.

Long ago he rode on the maiden trip of *The Crusader*, the Reading's first and only streamlined train and he still has souvenir tickets for it autographed by the late Reading president E. W. Scheer and the builder, Edward G. Budd, Sr. Your author, too, was on that trip.

Joseph A. Fisher, retired Reading president, says of Bob Linden: "He comes closer to the real railroader than anyone else I know. I have always been a strong believer in employes making it easy for patrons to do business with the railroad. Bob is that kind. Many passengers brought his sterling qualities to my attention—his courtesy, helpfulness, and so on. On day an inebriated man boarded a train. Bob got him on, seated him, and checked for his destination. After an hour's ride the fellow was sound asleep in his seat. Bob got him up, assisted him off the train, called a taxi, and gave directions to help the guy get home."

No. 99 "eats almost anything except onions," eats rapidly, is briskly energetic, talks too much and, like most of us, has a bad habit of procrastination. He rarely watches television, which he regards as "a waste of valuable time."

"Would that I were as neat as he is," writes the Rev. Samuel P. Worthington of Bloomington, Ind., a former Lansdale resident who has known Bob personally for about 35 years. "Bob is an inveterate collector of news clippings and other memorabilia, which he forwards to me as often as six times a month. He effectively scans dozens of newspapers and ferrets out items that he knows will interest railfans like myself. His beautiful home contains a huge store of railroadiana, neatly assembled."

Bob's collection includes the peaked red cap of "Big Tom" Evans, the last Reading station porter, recently retired. Also the hat badge of the first stationmaster at Reading Terminal, presented to him by the second trainmaster's son, John Wambold, Jr., and the hat badge that John himself wore when he succeeded his father on the job.

In addition, our subject has the headlight, with number plate, of the last of the Reading giants, No. 2103, plus the tank plates of the 2100, 2102, 2109, and 2125, and a huge steam gage from the demolished Green Street passenger enginehouse boiler room. Also various railroad signs, a square-bottom caboose stove on which stands a loco bell; numerous copies of *Railroad Magazine* and other rail publications, books, and general memorabilia.

Two and a half years ago, he attended the solemn requiem Mass for the murdered Senator Kennedy in St. Patrick's Cathedral, New York. At the church door he presented his credentials and opened his camera case for inspection. But inside the huge building his papers were challenged by a city detective and two Federal agents. The latter warned him not to take pictures during the service, Bob tried to snap one photo. He was promptly ushered toward the door, but managed to lose himself in a group of press photographers. Later, he boarded *The Colonial*, the first train to follow the 21-car Kennedy funeral train.

He saw the funeral train depart from Penn Station, and recalls that it was pulled by two GG-1's, the 4901 and 4903, newly painted in the Penn Central color scheme of an off-color black with white letters and numerals. Most of the coaches were glistening stainless steel with the old Pennsy color scheme of Tuscan red and gilt letters and numerals. The second to last car, Bob tells me, was New York Central business car No. 30, painted a somber gray with white letters and numerals. Finally came the Pennsy business car bearing the elevated casket of Senator Kennedy, the same which had borne the remains of former President Hoover. Its name, *Pennsylvania,* had been blacked out at the Kennedy family's request.

At Elizabeth, N.J., Bob Linden saw the aftermath of the accident which killed two Kennedy mourners when an eastbound train, *The Admiral,* sucked the pedestrians under its wheels. An ambulance was just leaving the scene when Linden's train slowed down behind the funeral cortege.

More recently, Bob went to Washington and viewed the making up of the funeral train for General Eisenhower at Union Station. It included the *Santa Fe,* elegant business car of the president of the Santa Fe Railway; a Chesapeake & Ohio baggage car, destined to carry the casket; two C&O Pullmans, C&O business car 15, and a handsome Baltimore & Ohio car, *Danna,* bedroom-lounge equipment with a bar (since used on the *Silver Meteor*). Members of the Eisenhower family were already occupying the *Santa Fe* when Bob arrived in the capital.

On another occasion, Bob Linden tells me, he made the initial run of the first non-stop *Metroliner* from New York to Washington.

"We hit a top of 124 mph," he says, "but cruised most of the trip at 120 mph. I viewed the speed indicator through the back window of the engineman's compartment. Three minutes were lost, due to 'tripping' a drag indicator west of Landover tower. But it was a great trip."

Bob says he'd like to be remembered as the father of six lovely children and as a champion of the steam locomotive and passenger service, including elegant dining cars in the Lucius Beebe tradition. ●

Unidentified girl in model T inspection car at Edaville Railroad last June 20th
Photograph by Edwill H. Brown

STEVE MAGUIRE'S

TRANSIT TOPICS

AFTER an absence of nearly one and a half years, the El Paso streetcars resumed operation on the six-mile route into Juarez, Mexico, we learn from Ronald Dawson, 10240 Fertell, El Paso, Texas 79924. The service, always a great attraction to tourists, had been suspended to allow the Mexican Electricity Commission to install underground electrical cables along Lerdo Avenue and over the route loop on 16th of September and Juarez avenues.

Operating under a concession granted by the Mexican Government, which still has about 20 years to go, the international streetcar service has been under fire by various Juarez administrators. They claim the cars cause traffic bottlenecks on the three heavily traveled *avenidas*. But in El Paso, citizens feel that retention of the streetcar service is warranted for reasons of historical interest and tourism.

A $643-MILLION mass transit plan providing a connection between St. Paul and Minneapolis and an extensive metro area bus network is nearing approval by the Metropolitan Transit Commission (MTC), reports Robert E. Clarkson, 470 English St., St. Paul, Minn. 55106.

Elements of the plan range from downtown subways serving thousands of riders to neighborhood mini-buses, each carrying 20 suburbanites who would dial numbers for service. MTC financial estimates indicate that the cost each year would amount to about $10 a person or $30 a family in the seven-county area.

Included in the plan are: a 23-mile "fast-link" transit system between the Twin Cities and a 12-mile line through south Minneapolis and the congested highway corridor to the southern suburbs.

CALIFORNIA voters were subjected to an expensive and deceptive campaign by the highway lobby just before last November election. As a result, Proposition 18, which would have permitted diversion of motor fuel revenues by up to 25 percent into other public programs such as rapid transit, was defeated by a vote of 3,119,000 to 2,647,000. That was not at all a decisive margin when you consider the campaign of deceit waged against the measure by the highway lobby, writes Charles Tidwell, Box 1639, San Francisco, Calif., who sends us a post-election editorial from the *San Francisco Examiner,* which states:

"More Taxes? No on 18." That deliberately vague message, plastered on billboards across the state and falsely implying that Proposition 18 would raise taxes, was supplemented in the last days of the campaign by electronic commercials carrying the same message.

In places like San Francisco, where this newspaper among other community voices put on a solid explanatory campaign, the voters were not fooled. San Francisco voted overwhelmingly—139,000 to 75,000—for Proposition 18. Even in Los Angeles County the vote was close—914,000 yes, 1,079,000 no. Among reasons for its closeness was the fact that the Los Angeles Chamber of Commerce, once an inner temple of the highway lobby, saw the light and backed Proposition 18 vigorously.

The proposition was qualified for the ballot in the last days of the Legislature's 1970 session. There wasn't time before November to develop a full debate on the issue. If a new measure is submitted by the Legislature in 1971, with the vote on it not occurring until 1972, such a full debate can take place. Any campaign of deceit against it would then be far less likely to succeed.

ARCHEOLOGICAL finds continue to be made in subway excavations. In Mexico City, a wealth of exhibits from the Aztec age has already been brought to light. Now, a Bay Area Rapid Transit digging 75 feet below Fulton and Leavenworth streets in San Francisco has unearthed the bones of what is believed to be a prehistoric Indian woman, 5,000 years old. This is the oldest evidence of human habitation ever found in the Bay Area.

The woman was found lying in clay-like silt, suggesting that she had died accidentally or been buried in a brackish marsh, much like those that rim parts of the Bay today. Some 20 feet of silt had sealed and preserved her bones. The burial site was along the east flank of an old stream valley that meandered across where Market Street meets 10th Street.

EXPLANATION of why any one of the two pantographs on the roof of Illinois Central electric cars is put up to the wires to make electrical contact is given in IC's monthly newsletter to its readers, called *Hello!*:

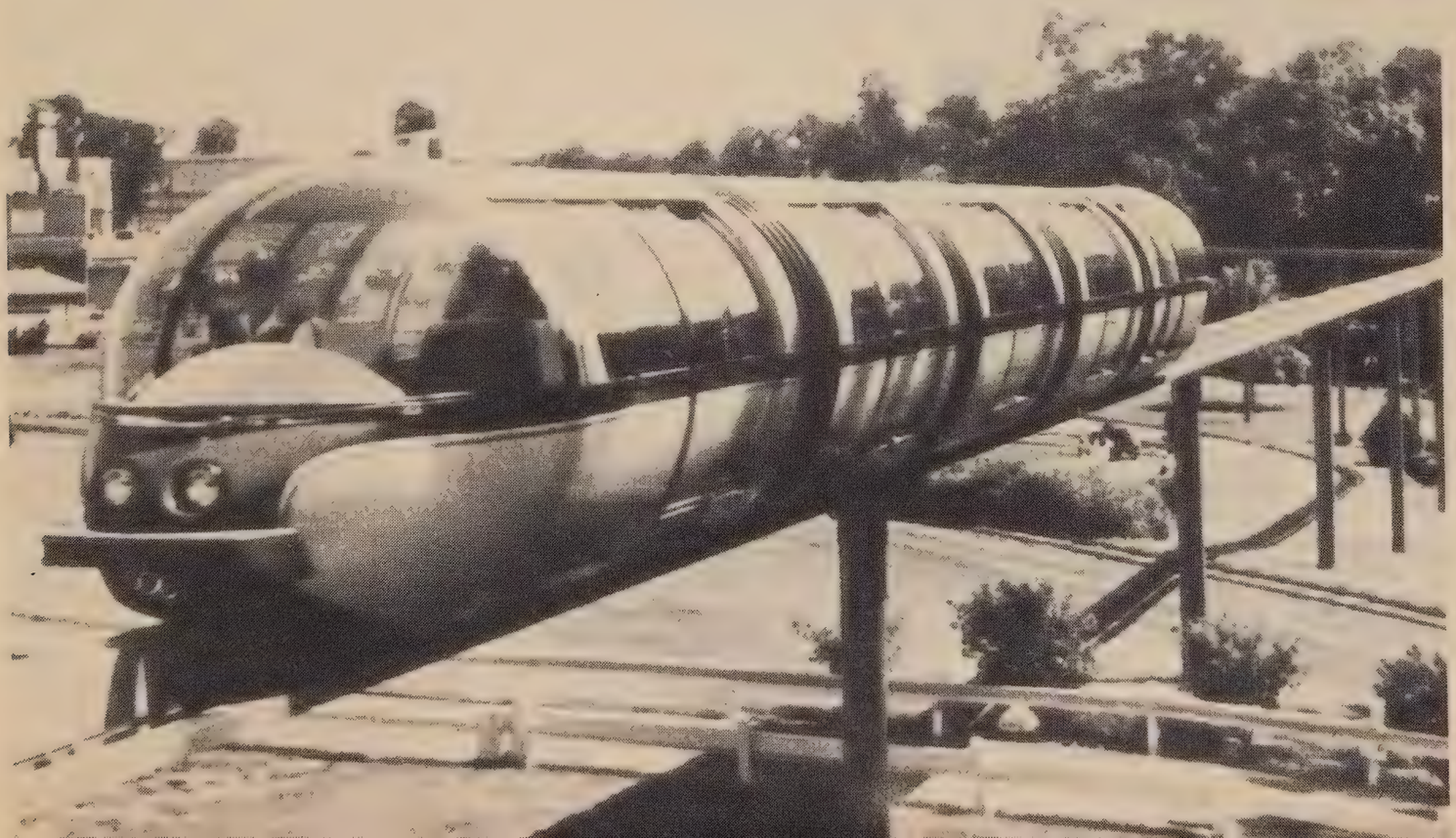
Most times one pantograph on each motor car is enough to get the full 1,500 volts d.c. the motors require. In sleet or ice storms we often put all the pantographs up to insure good contact. Another reason for using only one pan per motor car is to have a spare in case one gets damaged. The Chicago South Shore & South Bend Railroad, our tenant-neighbor, always uses the rear pan on each car so if there is wire trouble they can put up the front one and keep going. IC has some old 1100-series test units which have only one pantograph on each car.

Pantographs are inspected nightly by electricians at IC's four outlying storage

January, 1970: doubledecked trolley car in the British crown colony of Hong Kong.
Photographed by Thomas W. Harper, USN

Line-up of trolley cars at the old Quebec Railway, Light & Power station in Quebec city on August 6, 1957.
Photographed by Elmer Treloar

Monorail systems, of which this is a sample, are now being manufactured by Westinghouse Air Brake Co., of Pittsburgh, Pa. with a test site in Cape May, N.J. At present only about 15 monorail installations are in operation on the globe. Of these, Universal Design, a Westinghouse Air Brake Co. subsidiary, built a total of nine, and assisted with two others.



yards. The electricians usually decide which pans will be used. If one is worn or so damaged that it cannot be repaired on the spot it is marked for attention at 18th Street shop where electrician William Goranson spends his days keeping IC's pantographs in top working condition.

TEN new rapid transit cars now arriving in Cleveland, Ohio, are practically identical with the 20 Airporters purchased by the city's transit system in 1968. These new cars, though, will each cost $75,000 more than the others —mainly due to inflation, according to Al Kleinsmith and O.L. Sabetto, both of Cleveland.

Some differences in the new cars stem from problems of vandalism. Air-conditioning has been improved with air now coming into the cars through a stainless steel band rather than a plastic frame. It turns out that the frames were too much of a temptation to destructive youngsters who ripped them off.

In the new cars, the large front windows have been made one foot smaller than in the earlier order, to give motormen more protection against rock throwers. A major problem for CTS has been in trying to prevent vandals from tossing objects down from overhead bridges, timing them to strike the train as it comes by. The right front of each car has a passenger seat just behind the front window. A month or so after these cars were placed in service it was barred to occupants because of the same hazard from rock throwers.

Cleveland Transit System has signed a contract with Westinghouse Air Brake Co. (WABCO) for the first phase in the demonstration of the use of a.c. motors to drive mass transit vehicles.

The new system, called WABCO PWM, operates on the basis of "pulse width modulation," which makes possible the use of the low-cost a.c. motors. Formerly, complex d.c. motors were the chiefly-used system of propulsion. Dr. Dallas M. Young, chairman of the

A catenary repair job on the trolley system of Toronto, Canada, about fifty years ago.
Toronto Transit Commission photograph

San Francisco "Muni" car 1139, ex-St. Louis Public Service 1725, loads at Castro Street portal of Twin Peaks Tunnel. At the time this picture was made (July 1968) the tunnel was doomed to elimination with completion of downtown trolley system.
Harre W. Demoro, 3040 Jordan Rd., Oakland, Calif. 94602

St. Clair River Tunnel electrics arrive at Port Huron, Mich., with GTW train 17.
Photographed by Elmer Treloar

Cleveland Transit Board, said the new propulsion system will be tested in actual revenue service starting early this year. He added that it can be expected to reduce maintenance costs by approximately 50 percent. These savings could have a major effect on expansion of Cleveland's rapid transit system.

Three Airporter cars will be equipped and operated in day-to-day passenger service to demonstrate the advantages of a.c. propulsion (earlier tests did not include regular passenger service). Though not a new practice, energy is returned to the power lines by temporarily converting the motors to generators and using the generated en-

ergy to slow the vehicle. Thus, the motors act as a braking mechanism as well as a propulsion unit.

DETAILS of fare juggling between Staten Island Rapid Transit and the local trolley and bus lines years ago are sent by Felix E. Reifschneider, Fairton, N.J., a former employee of Richmond Railways, which ran the lines until the City of New York bought them.

Says Felix: "When the City took over the buses on Staten Island, they tried to put SIRT out of business. SIRT and the Staten Island trolleys existed for years on a substantially equal basis. When the trolley fare was 5 cents, so was the train. Then trolley fares rose to 8 cents and so did train fares. You might wonder how the two systems got along on the same fare.

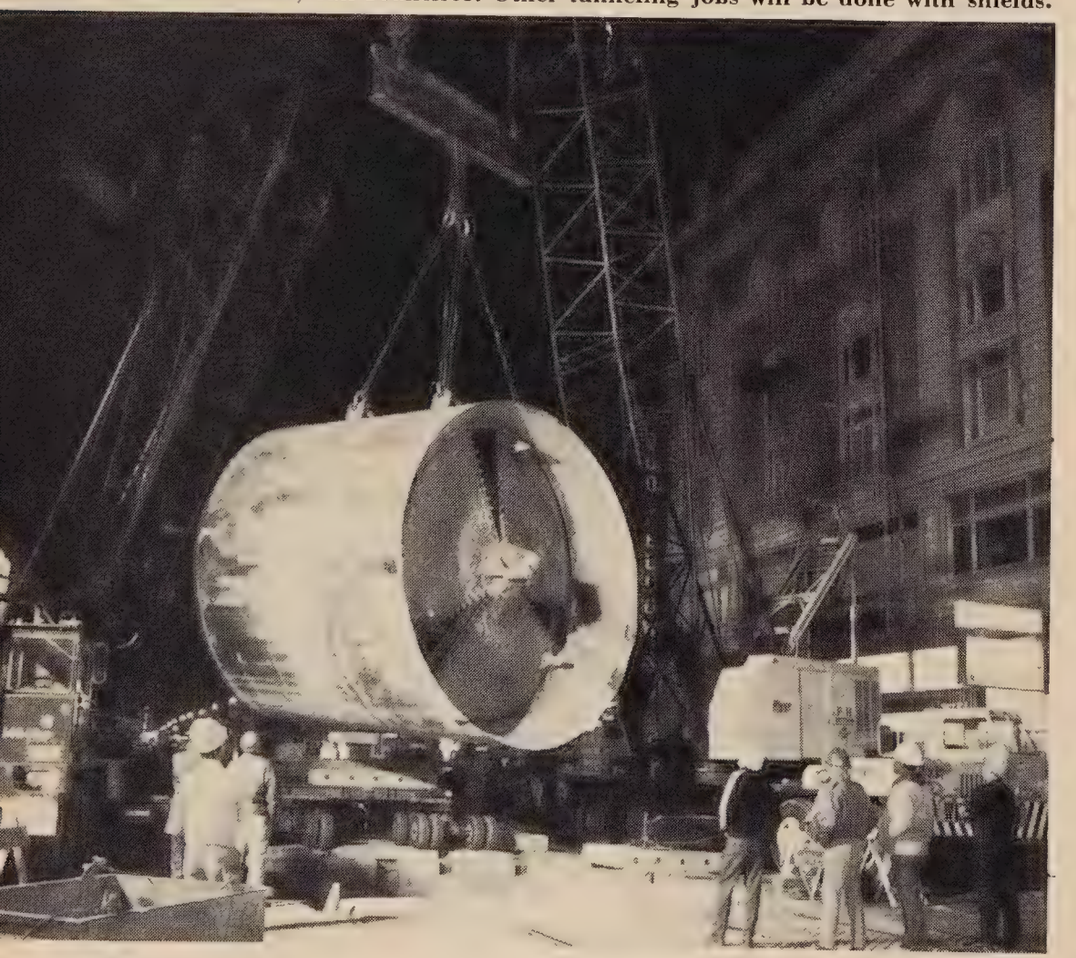
"The trolley was able to compete with the train at many points where the two were parallel because the trolley made closer connections with the ferry boats in both directions. When a boat arrived at St. George from Manhattan (South Ferry), as soon as the passengers debarked and boarded the trolley, the latter started off immediately. Its schedule was drawn so that this was possible. But the train did not leave until five minutes after the boat arrived, passengers having to wait that length of time. In the morning, trolleys arrived only one or two minutes before the boat left. When the trolley was a little late, it would pull right down on the loop track in front of the ferry house so that passengers could get off and walk right onto the boat.

"But what did the City do when they took over the Staten Island buses? You paid a 12 cent fare and got a free transfer to the subway at South Ferry in Manhattan. Thus, your total fare was 17 cents—12 on the bus and subway, and 5 on the ferry. The SIRT passenger, however, paid 23 cents—8 on the SIRT, 5 on the ferry, and 10 on the subway. Is it any wonder that passengers deserted SIRT for the bus?"

WE USUALLY hear about commuters clogging expressways and commuter lines going into the city, but in Philadelphia more than 2,000 people are bucking this trend by riding to their jobs in the suburbs on the Reading. According to city transit engineer Edson L. Tennyson, this new trend is in direct contrast to the Federal Government's contention that there is no need for such reverse commuting service in the Philadelphia area. He says the city, SEPTA, and the Reading had hoped to obtain a Federal demonstration grant which would provide connecting bus-rail service to a number of employment locations in the suburbs.

"It's to the Reading's credit," he adds, "that it went ahead after the Government denied the request for assistance which would have established this needed service. The proof that there is a need for reverse commuting in the peak hours is in the daily ridership figures."

All construction for the Bay Area Rapid Transit District requiring tunnel-boring machines for subways in San Francisco and Oakland has been completed. Last of the 18-foot-diameter "moles" (shown here) was lifted out of the ground near 7th and Market streets, San Francisco. Other tunneling jobs will be done with shields.



New Electric Publications

***South Shore, the Last Interurban*, by William D. Middleton, 157 pages, 8½x11", hard cover, $10 from Golden West Books, Box 8136, San Marino, Calif. 91108. This is a book many of us have waited for. The Chicago South Shore & South Bend is the sole survivor of hundreds of interurban lines that, at one time, covered more than 18,000 miles of track. No wonder, then, that it has become familiar to railfans. The book shows how this road emerged from a 3-mile trolley line in East Chicago, Ind., to the 90-mile high-speed electric road it is today. Financially unsuccessful from the start of interurban service in 1908, it was taken over by the Samuel Insull, Jr., interests in 1925. Its subsequent rehabilitation was of such quality that it enabled the road to remain in successful operation to the present. There are over 250 pictures, well reproduced, with detailed scale drawings of equipment.**

We want to call our readers' attention to *Ghost Railroads of Indiana*, by Elmer G. Sulzer, a 267-page hard-cover book on abandoned Indiana railroads, including four interurban roads whose histories, along with photos, are included. These are the Evansville, Suburban & Newburgh Ry., Evansville & Ohio Valley Ry., St. Joseph Valley Ry., and the Winona Railroad; also, the Cincinnati, Bluffton & Chicago Ry. that ran three gas-propelled cars of interurban style built by the Barber Car Co., between Huntington and Portland, Ind. Copies of the book cost $15 from Vane A. Jones, 6710 Hampton Dr. E., Indianapolis, Ind. 46226.

***Trolleys of Berks County, Pennsylvania*, by Harry Foesig, 124 pages, 8½x11", soft cover, costs $4.50 from the author, 310 S. 4th St., North Wales, Pa. 19454. One might more aptly call this book "Reading Trolleys," for it covers the streetcars that ran in the Reading area of eastern Pennsylvania, and only those portions that operated within Berks County. (Harry in a prior book described trolley lines in adjoining Montgomery County). Largest by far was the Reading Transit & Light Co. This ran the city system and had five long suburban lines radiating out of Reading.**

Two scenic mountain lines ran along loops near the top of Mt. Penn and neighboring Neversink Mountain. The Neversink Mountain Railway was opened as a trolley line primarily, but also had steam for a while. The Mt. Penn Gravity Railroad began as a steam and gravity line and was converted to electricity. Then there was the Allentown & Reading Traction Co., which operated a motley assortment of cars, mostly second-hand, and the entire 40-mile trip from Allentown to Reading took 3 hours—for 50 cents. The Allentown division lasted to the mid-thirties, amazingly enough. This book contains a car roster, map, and description of routes.

The continued use of streetcars in West Germany helps to minimize the air pollution. (Above) Single-truckers, Heidelberg. (Below) car with trailer, Frankfurt-am-Main. Both photos by Peter Jensen, Box 259, Montclair, N.J.

This Pennsylvania Baldwin sharknose is an RF-16, packing 1,600 hp. She is heading west out of Enola, Pa., in 1954.
Collection of Jim Edmonston

TRACKSIDE IN THE DIESEL AGE

by Jim Edmonston

CANADIAN PACIFIC'S Vancouver Island subsidiary, the Esquimalt & Nanaimo, is unique in operating an original order of Baldwin DRS-4-4-10 1000-hp road-switchers and DS-4-4-10 1000-hp switchers. *Diesel Spotters' Guide* says these are the only such units built for use in Canada.

E&N Division keeps its locos clean and well maintained, reports Pat Hind, 465 Grafton St., Victoria, B.C. The road-switchers operate the line from Victoria to Nanaimo and from Courtenay to Alberni, aided by a lone GP-9 from the mainland. All 13 units (numbered 8000-8012) have been E&N's sole power since 1948. Eleven DS-4-4-10's serve Coquitlam Yard, just east of Vancouver on the mainland. The stranger in the switching ranks is Alco 660-hp S-3 No. 6573, which works Victoria Yard. Budd RDC 9199 provides E&N passenger service on scenic line between Victoria and Courtenay.

According to SP/4 James Bogener, Co. B 714th, TBROS & DE, Ft. Eustis, Va. 23604 (currently NCOIC, Steam Section, Ft. Eustis Military RR.), his station has received a "new" addition, US Army 1813, an EMD MRS-1, one of the military road-switchers built by both EMD and Alco in the early 1950's. It came from the "mothball fleet" at New Cumberland Army Depot, Pa., and will run in interchange service between Ft. Eustis and the C&O at Lee Hall, Va. Built 4/52, EMD builder's No. 15878.

Our Locomotive of the Month is Baldwin's rather rare but distinctive freight cab unit, the "sharknose." In 1949, Baldwin changed the body style of its DR-4-4-15 model radically, giving it a chisel nose, heavy pilot, and slanted sides. The styling was reminiscent of PRR's T-1 4-4-4-4's. Only four roads owned sharks. The first 4-unit set, built as demonstrators, were sold to EJ&E. Pennsy then acquired a batch of DR-4-4-15's, and both B&O and NYC took RF-16's. There is no outward difference between the RF-16 model and the DR-4-4-15, but the RF-16 carried 1600 hp, while DR-4-4-15 had 1500 hp.

In 1959-'60, EJ&E sold its 4 units to B&O, which numbered them 4200,01 and 5200,01, thus gaining its only DR-4-4-15's. B&O kept its sharks on the heavy-duty coal branches, running them out of Grafton and Fairmont, W.Va., and Pittsburgh and Connellsville, Pa. Pennsy operated both DR-4-4-15's and RF-16's on its mainline out of Enola, Altoona, and Pittsburgh and on Lines West into Ohio. The last service for PRR sharks was on the Del-Mar-Va Peninsula.

NYC kept its RF-16 fleet on the Big Four subdivision, using them in scattered service from Cleveland to Indianapolis. Some pulled Lake coal trains in northern Ohio, but the bulk of them hauled Cincinnati-area transfer drags. Maintenance point was shown as Beech Grove (Indianapolis), but most of the locos stayed in Cincinnati until the end. In late 1967 the

Baltimore & Ohio RF-16 rolls 120 hoppers to mines at Buckhannon, W. Va., in "55.
Photograph by Jim Edmonston

remaining serviceable units were sold to Monongahela Ry. in Brownsville, Pennsylvania, where they are today.

The last two RF-16 sharknose units on earth work today for the Monongahela, but their days are numbered as this coal-hauler is taking delivery on a new batch of EMD 2000-hp GP-38's. When the last shark goes, it will write a final chapter in the Baldwin story, for the RF-16's were the last major order produced by the famous builder.

I am getting much comment on the search for Alco FA's. Roads which still operate them include PC, SP&S, CN, CP, TP&W, and WM. There are rumors of some FA's stored by L&N and others operated in Mexico by Ferrocarril del Pacifico.

A Santa Fe fireman, J. Thomas Campbell, P.O. Box 1293, Crestline, Calif. 92325, wants to hear from anyone who has fired a BL-2. He wonders how a man could stand up long enough to make running repairs inside those slanted sides. He says it is tough enough in an F7 or F-45. BAR and WM men, take notice!

Bruce Acheson, 2075 Courtland Dr., Burlington, Ont., Canada, says CP Rail has taken delivery on the first MLW-Alco C-640. Externally it looks like a C-636, but packs 4000 hp. CP Rail number is 4719. CN's order of C-636's was completed last September; the numbers are 2300-2319. GMD (EMD in London, Ont.) has filled an order for 20 locos (type unknown to me) for Yugoslavia, and can now work on CP Rail's order for 16 GP-38's, to be numbered 3007-3020.

A rare EMD model 40 industrial 0-4-0 has been spotted by Merlin Jeffers, 254 Howell St., Schenectady, N.Y. It is working in Cushing Stone Co. quarry on Rte. 55 near Amsterdam, N.Y. Only 11 of these little beauties were built. Cushing has the smallest, 40 tons. All others were 44-tonners.

I learn from Kevin Ruble, 6124 Lyman, Downer's Grove, Ill., that BL-2 No. 32 is still carried on the Monon roster, which tends to disprove my claim that No. 36 was the last. This may be true, as I have learned of a line of stored locos at Monon's Lafayette, Ind., shops, which may include No. 32. Can anyone tell me more?

An EL road foreman of engines, M. C. Wikman, points out a mistake I made on the new U-34CH's. His units have no steam generators but use an auxiliary alternator which is driven right off the crankshaft, which explains the loss in horsepower when this alternator is operating. It also marks the first time such equipment has been active since FM's 1200-hp P-12-42's of 1957-'58, used on B&M's *Speed Merchant* and NH's *Talgo*.

Send correspondence to my home, 792 Farnham Court, Cincinnati, Ohio 45240. ●

Santa Fe SD45 No. 1857 gets help from a GP30 with three engines pushing in the rear to bring a freight over the Tehachapi Mountains in southern California.
Photograph by Henry W. Brueckman

PASSENGER TRAIN SURVEY

Local CN rail diesel car (RDC) makes a station stop at Stratford, Ont., as westbound *Maple Leaf* departs around a curve.
Bill Botkin, 13 Columbia Rd., Convent Station, N.J. 07961

ALTHOUGH the new Government-supported corporation is supposed to check the precipitous downward plunge of rail passenger service in the United States, it will sharply cut the current number of intercity trains, which is already dangerously low. This very bad news is admitted by Carl L. Lyon, acting chief of the Federal Railroad Administration.

The National Railroad Passenger Corp., commonly called Railpax, will assume management May first of medium and long-distance passenger runs unwanted by the nation's railroads. Commuter trains are not included.

"Railpax is a way of revitalizing passenger service at a lower level than now but saving something we can build in the future," says Mr. Lyon. "There will be fewer intercity trains than the current 360-odd, but those remaining will be a great deal better."

The trains, according to Mr. Lyon, will be cleaner and newer, will run faster and more nearly on time and will include more sleeping and dining accommodations. In addition, he promises, the national system will allow better connecting service as well as computerized ticketing, information and reservations.

The plan is part of a Congress-approved program to improve lines not wanted by the railroads. The coast-to-coast network connecting 14 major cities is intended to both improve service and make a profit. We hope it does.

Some 90 percent of all railroads are expected to turn over their passenger service to Railpax. The proposed network would have terminals in the West at Seattle, San Francisco, and Los Angeles; in the East at New York, Buffalo, Boston, and Washington; in the South in Houston, New Orleans, and Miami; and would include the Midwestern cities of St. Louis, Cincinnati, Chicago, and Detroit.

Intermediate cities will be added as stops only when and if Railpax directors decide they should be.

Pending applications by railroads for discontinuance of passenger trains were tentatively rejected by the Interstate Commerce Commission, one after another, as an aftermath of Railpax. In each dismissal order, the ICC explained that "no railroad may discontinue any intercity passenger service" except in accordance with provisions of that act.

However, some trains involved in rejection orders may be left out of the basic system of intercity rail passenger service now being drawn up by the Department of Transportation.

Prior to the adoption of that policy, the ICC authorized the Burlington Northern to abandon its former Great Northern branch line from Bonners Ferry, Idaho, to Port Hill. This 25-mile line once extended into Canada and served as the GN's connection with the narrow-gage Kaslo & Slocan, using barges on Lake Kootenay. The Bonners Ferry-Port Hill area is not served by any good highways, but there are no on-line towns and only a few grain elevators are served by the line.

Also, the Milwaukee Road received ICC permissed to drop its *Pioneer Limited* between Minneapolis-St. Paul and Chicago. This was the last overnight train on the route once served by six railroads.

Editorial comments on the effects of Railpax are gloomy. For example, *The Christian Science Monitor* says:

After outlining a new passenger rail service network for the United States, Transportation Secretary John Volpe said: "Frankly, I wish that the system could be bigger." Frankly, so do we.

The Administration's claim that 85 percent of metropolitan areas of 50,000 people or more will continue to have passenger rail service is misleading. In the first place, rolling stock will be drastically reduced. Today 366 trains are running the city-to-city, as distinct from local commuter, routes. When the proposed system takes effect in May, only 150 trains would be in operation.

Furthermore,, although cities like Seattle and San Francisco are on the new network, a West Coaster would have to take a train to Chicago to get from one city to the other. To go from Washington, D.C. to Detroit, a rail traveler would have to zigzag first between New York and Chicago.

How far America has let her passenger rail service sag! Back in the twenties, 20,000 trains were busy carrying people. At the end of 1969 only 500 passenger trains were running. And . . . the 150 for 1971 could be further reduced in 1973 if any runs are found unprofitable.

Whence the notion that "profitability" is the sole criterion for determining a nation's transportation policy? How

does one measure the annual return on investment of the road and highway networks, still consuming billions? Or the profitability of taxpayer investment in the air transport industry?

The National Association of Railroad Passengers has as its slogan "Modern Trains for a More Mobile America." Even though President Nixon has signed the "Railpax" bill, we can't relax. The nation needs dependable mass public transportation, and a basic network of passenger trains is part of the package. All interested parties are invited to join in this work. NARP's address is 417 New Jersey Ave., S.E., Washington, D.C. 20003. Chairman "Tony" Haswell will tell how you can help.

Effective January first, the states of New York and Connecticut took over the financing of commuter operations of Penn Central's New Haven Division, having previously signed contracts to do so. Immediately after the signing, the Transportation Department announced a grant of $11.6 million to the two states to finance new equipment and rehabilitate older cars. The grant, to be matched by the states, raised the Federal contribution to $40 million.

This made possible the award of a contract for 144 new high-speed electric commuter cars. General Electric is to start delivering them in about mid-1971. Penn Central continues to operate commuter service for its 27,000 daily passengers on the New Haven Division, for which it will get a $100,000 annual management fee from the two states.

In addition, Penn Central will receive $7.2 million from New York for the New Haven commuter line facilities within the state while Connecticut will lease the service for 60 years at $815,000 per year.

Plans are being worked out by the U.S. Transportation Department for tackling the electro-mechanical problems that have curtailed Penn Central's high-speed *Metroliner* service by keeping some *Metroliner* cars out of service, reports Senator Clifford Case (R., N.J.).

Children of the New Day School, Troy, N.Y., board Penn Central 70 at Colonie-Schenectady for their first train trip.
John Hollner, 12 DeVoe Drive, Albany, N.Y. 12205

Tampa's sun-bathed Union Station, with six stub-end tracks for ACL and Seaboard streamliners, as it looked 20 years ago.
Photograph by H. A. McBride

Department official Myles Mitchell, in answer to a query from Senator Case about the *Metroliner* problems, says DOT will pay General Electric and Westinghouse Electric $50,000 each to study the electrical problems and DOT will also make its own study.

DOT plans to spend about $3 million to modify and test from two to six *Metroliner* cars. Applying the findings to the rest of the *Metroliner* fleet may cost another $5 million.

Canadian Pacific has been charged with "deliberate, unsophisticated disregard for the public interest" in trying to reduce its transcontinental passenger service.

Appearing before a Canadian Transport Commission hearing in Ottawa, counsel Maurice Wright for the Canadian Railway Labour Association told the commission that CP will get out of passenger service altogther within five years if allowed to reduce service now.

A nearly unbreakable clear plastic—space-age material used in astronauts' helmets—is being substituted for glass in Penn Central passenger cars, locomotives, and cabooses. Robert G. Flannery, vice president-operation, says the polycarbonate plastic material, using the best properties of both glass and metal, is 250 times stronger than safety glass. PC is the first railroad to adopt it as standard.

"During testing, the plastic deflected .38 caliber bullets fired at short range while sustaining only nicks," Mr. Flannery states. "The new material will protect passengers and employes against the vandalism aimed at moving trains which cracks or breaks thousands of windows a year and costs the railroad over $1.5 million annually."

We took a trip recently on the Union Pacific from Los Angeles. Twice we were awakened in the middle of the night by people who had tickets to our seats, which we had reserved several months before. We learned that in Las Vegas, 43 persons with reserved seats boarded the train, but no seats were available.

Also, the dining car was 12 cars back. We had to stand in line two hours for breakfast; then at 10 a.m., people waiting were told the diner was closed to prepare for lunch. Much the same thing happened at lunch time. Moreover, the train was dirty. Why can't something be done to improve service?—Mrs. C. J. McLaughlin, Davenport, Iowa.

Trains out of Los Angeles' once-great Union Station have dwindled to a pathetic nine a day. Two of these—Southern Pacific's *San Joaquin and Sacramento Daylight* and Santa Fe's Nos. 23-24, the ex-*Grand Canyon*—are up for discontinuance and presumably will be dropped when the ICC again gets around to permitting such things. The Espee's *Sunset*, as you have reported, is still operating but only tri-weekly. Its sleeping, dining, and lounge cars have been reinstated—but for how long? On days when the *Sunset* doesn't run, LA Union Station sees only eight trains daily. The Santa Fe's *San Diegan* is still hanging on, its length ranging from three to eleven cars.—Matthew J. Miller, 123 W. 23rd St., San Pedro, Calif. 98731. ●

"Skunk" M300, most modern of the rail cars on the California Western RR., comes out of tunnel No. 2 in Sept. 1970.
Henry Y. Brueckman, P.O. Box 1545, Vallejo, Calif. 94590

Picture of a pleased

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Two of Alaska Railroad's Alco-GE units: 1016 has been scrapped and 1028 rebuilt to B-B wheel arrangement.

ALASKA RAILROAD

Locomotive Roster Compiled by Sy Reich

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
50	150	GE	25 ton	B	12,500	50,000	1941	1
51	150	GE	25 ton	B	12,500	50,000	1944	2
1000-1001	1000	Alco-GE	RS-1	B-B	61,000	244,000	1944	
1002,1010, 1013-1016	1000	Alco-GE	RS-1	C-C	63,500	254,000	1942-3	3, 4, 5, 6, 14
1017	1000	Alco-GE	RS-1	C-C	63,500	254,000	1945	3, 4, 14
1018-1019	1000	Alco-GE	RS-1	C-C	63,500	254,000	1943	3, 4, 5, 14
1021	1000	Alco-GE	RS-1	C-C	63,500	254,000	1941	3, 5, 6, 7, 14
1026-1030	1000	Alco-GE	RS-1	C-C	63,500	254,000	1942-3	3, 4, 6, 14
1031	1000	Alco-GE	RS-1	C-C	63,500	254,000	1941	3, 4, 8, 14
1032-1033	1000	Alco-GE	RS-1	C-C	63,500	254,000	1942-3	3, 5, 9
1034	1000	Alco-GE	RS-1	C-C	63,500	254,000	1941	3, 9, 10
1035	1000	Alco-GE	RS-1	C-C	63,500	254,000	1942	3, 9
1036	1000	Alco-GE	RS-1	C-C	63,500	254,000	1945	3,9
1041	1000	Alco-GE	RS-1	C-C	63,500	254,000	1941	3, 9
1042	1000	Alco-GE	RS-1	C-C	63,500	254,000	1941	3, 9
1043	1000	Alco-GE	RS-1	C-C	63,500	254,000	1941	3, 9
1050-1055, 1050A	1000	Alco-GE	RS-1	B-B	63,500	254,000	1942-3	3, 4, 5,14
1057	1000	Alco-GE	RS-1	B-B	63,500	254,000	1941	4, 5,14
1065,1067	1000	Alco-GE	RS-1	B-B	63,500	254,000	1942	4, 5, 14
1069	1000	Alco-GE	RS-1	B-B	63,500	254,000	1941	4, 5, 14
1070,1072, 1074-1078	1000	Alco-GE	RS-1	B-B	63,500	254,000	1942-3	3, 4, 5, 14
1085	1000	Alco-GE	RS-1	C-C	63,500	254,000	1941	3, 5, 11, 14
1087,1089	1000	Alco-GE	RS-1	C-C	63,500	254,000	1942-3	3, 5, 14
1100-1107	400	Porter	65 ton	B-B	32,500	130,000	1942-3	3, 4, 12
1201-1202	600	GM-EMD	SW1	B-B	35,640	198,000	1942	3, 4, 13
1203	600	GM-EMD	SW1	B-B	35,640	198,000	1942	3, 4, 14
1204	600	GM-EMD	SW1	B-B	35,540	198,000	1942	3, 4, 14
1300	1000	Baldwin	VO 1000	B-B	?	?	1945	3, 4, 14
1500-1504 Even	1500	GM-EMD	F7A	B-B	44,280	246,000	1952	
1506,1508	1500	GM-EMD	F7A	B-B	44,280	246,000	1953	
1510-1514 Even	1500	GM-EMD	FP7A	B-B	45,360	252,000	1953	
1516	1500	GM-EMD	F3A	B-B	44,280	246,000	1948	15
1518	1500	GMEMD	F7A	B-B	44,280	246,000	1949	15
1520,1522	1500	GM-EMD	F7A	B-B	44,280	246,000	1952	16
1524	1500	GM-EMD	F7A	B-B	44,280	246,000	1949	16
1526,1528	1500	GM-EMD	F7A	B-B	44,280	246,000	1952	16
1530,1532	1500	GM-EMD	F7A	B-B	44,280	246,000	1950	16
1501-1505 Odd (1st)	1500	GM-EMD	F7B	B-B	44,280	246,000	1952	4
1501 (2nd)	1500	GM-EMD	F7B	B-B	44,280	246,000	1949	15
1507	1500	GM-EMD	F7B	B-B	44,280	246,000	1953	
1509	1500	GM-EMD	F7B	B-B	44,280	246,000	1949	15
1511,1515	1500	GM-EMD	F7B	B-B	44,280	246,000	1950	15
1517	1500	GM-EMD	F7B	B-B	44,280	246,000	1949	16
1519,1521,1523	1500	GM-EMD	F7B	B-B	44,280	246,000	1952	16
1525	1500	GM-EMD	F7B	B-B	44,280	246,000	1950	16
1821, 1825-1828, 1830-1832,1834, 1836-1839	1500	GM-EMD	GP7	B-B	45,360	252,000	1951	3, 4, 14
2000	2250	GM-EMD	GP30	B-B	46,670	260,000	1963	
2501	2500	GM-EMD	GP35	B-B	46,670	260,000	1964	
2502	2500	GM-EMD	GP35	B-B	46,670	260,000	1964	
2503	2500	GM-EMD	GP35	B-B	46,670	260,000	1964	

Alaska Railroad Roster Notes

Roster is based on data from Alaska Railroad's general manager and is accurate as of June 19, 1970. Locomotive builders: GE, General Electric Co.; Alco-GE-American Locomotive Co.-General Electric Co.; GM-EMD, General Motors-Electro Motive Div.

(1) 50 was originally Todd-California Shipbuilding ?, then Oregon Shipbuilding ?, then U.S. Maritime Administration ?, then ARR 50, then retired and sold to Snitzer Steel Co.

(2) 51 was originally U.S. Army 7769, then ARR 51; no longer on roster.

(3) 1002, 1010, 1013-1019, 1021, 1026-1036, 1041-1043, 1050A, 1051-1052, 1070, 1072, 1074-1077, 1085, 1087, 1089, 1100-1107, 1201-1204, 1300 were USA 8038, 8041, 8044-8045, 8019, 8023, 8020, 8005, 8024, 8040, 8011, 8013, 8650, 8004, 8006, 8003, 8039, 8054-8055, 8047, 8036, 8052, 8051, 8046, 8043, 8001, 8056, 8021, 7157-7158, 7033-7034, 7024, 7150, 7187-7188, 7003, 7004, 7001, 7002, V1801, 1800 series units had same numbers when owned by USA.

(4) Following units are no longer on the roster: 50-51, 1010, 1013, 1017-1018, 1019, 1026, 1029-1031, 1050, 1050A, 1051-1055, 1057, 1067, 1069-1070, 1074-1077, 1100-1107, 1201-1204, 1300, 1501 (1st,) 1828.

(5) Following units were rebuilt and renumbered: 1002 to 1055; 1015 to 1065; 1016 to 1067; 1019 to 1078; 1021 to 1069; 1033 to 1050. 1050, 1050A,B were rebuilt to streamlined units by International Ry. Car & Equipment Mfg. Co. (1957). 1050B was renumbered 1051. 1052-1057 were rebuilt by Puget Sound Bridge & Dredge Co. 1050A and odd-numbered 1000 series units over 1050 were booster units; even-numbered 1000 series units over 1050 were cab units.

(6) Following units were rebuilt to B-B wheel arrangement: 1002, 1014, 1015, 1016, 1019, 1021, 1027-1030, 1033.

(7) 1021 was originally Chicago, Milwaukee, St. Paul & Pacific 1678, then rebuilt from B-B to C-C by Alco-GE (10/42), then USA 8002, then ARR 1021, then ARR 1069.

(8) 1031 was originally Chicago, Rock Island & Pacific 748, then rebuilt from B-B to C-C by Alco-GE (10/42), then USA 8005, then ARR 1031.

(9) Following units were returned to USA: 1032, 1034-1036, 1041-1043, 1809. Of these, 1034-1036, 1041-1043 are stored serviceable and 1809 is active, all with their original USA numbers. These 1000's may have kept their C-C wheel arrangement or may have had their C-C trucks replaced when returned to the USA.

(10) 1034 was originally Atlanta & St. Andrews Bay 902, then rebuilt from B-B to C-C by Alco-GE (10/42), then USA 8011, then ARR 1034.

(11) 1085 was originally New York, Susquehanna & Western 233, then rebuilt by Alco-GE from B-B to C-C (10/42), then USA 8001, then ARR 1085, then ARR 1057.

(12) 1100-1107 were sold to Hyman-Michaels. 1100 was then sold to Sherwood-Templeton Coal Co., renumbered 7438; then sold to Yankeetown Dock Corp., renumbered 3. 1103 was sold to Dewey Portland Cement. 1104 was sold to Greenville Mfg., renumbered 7034. 1102 was sold to ?, then to Tampa Port Authority, where it had no number.

(13) 1201-1202 were sold to Prescott Equipment.

(14) The Following units have been scrapped: 1002, 1010, 1013-1019, 1021, 1026, 1029-1031, 1050-1055, 1050A, 1057, 1067, 1069-1070, 1074, 1076-1077, 1085, 1087, 1089, 1203-1204, 1300-1828, 7107.

(15) 1501 (2nd), 1509, 1511, 1515, 1516, 1518 were originally Great Northern 444C,B, 450C,B, 438D, 446A, then ARR 1501 (2nd), 1509, 1511, 1515-1516, 1518.

(16) 1517, 1524 were originally Denver & Rio Grande western 555B, 557A, then D&RGW 5552, 5571, then ARR 1517, 1524. 1519-1523, 1525-1526, 1528, 1530, 1532 were originally D&RGW 5732, 5711, 5743-5744, 5762, 5673, 5724, 5714, 5654, 5664, then ARR 1519-1523, 1525-1526, 1528, 1530, 1532.

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HOBBY CLUB

conducted by Sy Reich

PAUL Merriman's ex-Southern Mikado 4501 is starred in a major motion picture. The film, *Fools Parade*, features Jimmie Stewart and was made by Columbia Pictures at Moundsville, W. Va. The 4501 was painted with black and "antiquing" paint, then relettered Baltimore & Ohio. Paul says she looked just like a B&O freight of the '30's (as it happens, the B&O did have a No. 4501 Mikado then). We look forward to seeing the picture when it's released.

The bankrupt New Hope & Ivyland has dramatically turned around to the point where the road is now operating in the black. Since it filed for reorganization under Section 77 of the Bankruptcy Act, the NH&I has cut its labor payroll in half by using volunteers, has increased passenger service, and doubled its freight revenues. This all adds up to a hefty income. If this keeps up, the railroad could find itself out of bankruptcy by the end of the year.

Long Island Sunrise Trail chapter, NRHS, (see loco pictured on our cover last month), is selling LIRR parlor-car chairs, baggage racks, interior lights, fans, and tables, plus other items. Contact Carl Waswo, chapter treasurer, 2484 Beltagh Ave., Bellmore, N.Y. 11710, enclosing a self-addressed envelope. (Carl is the father of the girl shown on our February cover.)

Our Southern Pacific roster (Aug., Sept., Oct. '70) prompted members of the California Southern Railroad Museum to track down SP's first diesel, No. 1000, a 600-hp engine built in 1939. Sy Reich's roster had listed it as now belonging to Holly Sugar Co., though that company claimed it did not buy it. Enterprising members finally traced it to the company's Santa Ana plant. The master mechanic there said he had selected her from four SP units because it was in the best condition. The loco still moves 30 cars a day during the sugar beet season. This news comes from CSRM's 6-page monthly, *California Southern Express*, Art Wilson, editor. Subscription to CSRM with membership costs $3 a year; write to 5611 Riverview Dr., Riverside, Calif. 92509.

Sweatshirts emblazoned with railroad emblems of many different roads are now available. Included are NYC, NKP (white lettering on navy blue shirt), B&O, C&O, N&W, GN (with Rocky the Goat), and PRR (red keystone on white shirt), obtainable from the Hillcrest Model Shop, 1669 Hawthorne Drive, Mayfield Heights, Ohio 44124. Each sweatshirt costs $5.25 postpaid (Ohio residents add 4% sales tax.)

Hoping to re-establish a steam line on the New York, Susquehanna & Western tracks running through Butler is a group led by 17-year-old Tom Cook, 22 Elm St., Butler, N.J. 07405. So far they have 10 active people involved but need more, especially an older person to act as advisor. Contact Tom if you are interested in helping out.

Baldwin fans may have heard of the company's publication series, *Record of Recent Construction*. These booklets contained pictures, specifications, and detailed records of various locomotives. Some are now available in reprint form from Harry P. Albrecht (author of the book on Pennsy K-4s), 40 Wilton Ave., Clifton Heights, Pa. 19018. Record 79, for example, discusses the Pacific type. It has 42 pages with 18 photos and a PRR class K3 on the cover. Another, Record 72, originally published in 1912, contains 44 pages, 11 pictures, on the development of the Mallet locomotive. Both reprints cost $2 apiece.

A tip to U.S. train-chasers in Canada: Esso gas stations there have road maps which show railroad routes for all the provinces. Often, the railroad is close to, but not visible from, the highway. With the help of these maps you can locate many scenic spots, especially where the railroad crosses an interesting bridge over a river or runs through a deep cut in hilly country. I wish some U.S. oil companies would copy this idea. Such a map would be very helpful in unfamiliar parts of the U.S.—Elmer Treloar, 101 California St., Highland Park, Mich. 48203.

A reader reports buying a coin bank which is a copper replica of an 1887 4-4-0 with tender. This inexpensive bank was made exclusively for the Railroadmen's Federal Savings & Loan Association of Indianapolis, 21 Virginia Ave. S.E., Indianapolis, Ind. 46204. Contact them if you want to buy one, advises G. Harley DeLeurere, Box 10, Hendricks, W. Va. 26271.

A *Hiawatha* fan interested in organizing a fantrip on that train is Thomas Tancula, 7749 W. Windsor Ave., Norridge, Ill. 60656. Query him for details.

The Dust Collector is the monthly publication of the Texas Transportation Museum, P.O. Box 6495, San Antonio, Texas 78209. A recent issue announced that the Museum had acquired No. 6 of the Moscow, Camden & San Augustine Railroad, owned by U.S. Plywood-Champion Papers. The TTM also collects carriages and airplanes (it hopes to be able to display a full-size B-25 bomber).

A striking 23x18" full-color lithograph of Virginia & Truckee eight-wheeler No. 12, *Genoa*, as painted by railroad artist Don Whitlatch will soon be available from the Roundhouse Gallery, Inc. It shows the highly polished engine pulling a string of Pullmans up a grade to the Comstock Lode. Details from the Gallery, P.O. Box 442, Elgin, Ill. 60120. ●

View from East River Drive in Fairmount Park, Philadelphia, Pa., in 1900.
Collection of Harry P. Albrecht

LOST LOCOMOTIVE

by A. W. Somerville

THE CITY'S temperature was like some Arctic region as Mr. T. P. Patchbolt, general master mechanic, toiled through the deep snow to reach his office in the terminal building. He arrived over an hour late. The tall ornate tower of the building was sheathed in ice. Streamers of snow and sleet like pale banners waved from turrets and cornices. Mr. Patchbolt had hoped to find things cozy and warm within. Instead, very chilly air repelled him. He felt miserable.

Cursing the coal shortage, he boarded an elevator that grew colder the higher it went. At the twentieth floor he felt as brittle as an icicle.

As he disembarked, his benumbed brain mused on the coal famine, absolute zero, and the railroad's present emergency. He knew of no place to get fuel except from Consolidated Atlas Corp.—and getting a lump of anthracite from Atlas would be equivalent to taking a bar of gold from Fort Knox. Our hero wished the railroad would settle its differences with Atlas; life had become too involved.

One reason why his company ran so short of coal was that its terminal was being dieselized and the carrier had reduced its stockpiles of coal. Of course, they had to buy diesel locomotives from Atlas—at least, that was the theory. But at the moment, the railroad was not buying—or, rather, Atlas was not selling.

Mr. Patchbolt lumbered into his unheated office, which was also very dimly illuminated. Colliding with a large box set up awkwardly in the middle of the floor, he sprawled over it against an ice-cold radiator and came to what could be called his senses with a rapidly closing eye.

There was a picture of his company's lowly yard goat as originally built by Atlas.

Ben, the chief clerk, heard the crash, and rushed in to hoist the general master mechanic into his swivel chair. It was some time before Mr. Patchbolt was convinced that he had not been attacked and savagely mauled. And even when all his senses returned, he was not sure if he was hurt or frozen.

"Both," said Ben, shivering.

"What was it?" inquired Mr. Patchbolt, pointing to the offending box.

"It's an anatomical display of the fuel feed mechanism for the new Atlas diesels," said Ben. "It's for use in instructing the skilled help in how to service and maintain the new motive power—if and when it goes in service."

Our hero wobbled out of his chair and glared at the fuel feed.

"Ben," he said, as calmly as possible, "have that damned monster taken to the terminal roundhouse. Today!"

"Yes, sir," said Ben. "There's a letter on your desk. From Atlas. They phoned me, too, to be sure you read it. It is about one of our yard engines spoiling their air-conditioning."

"Since when have they started giving orders around here?" Mr. Patchbolt demanded angrily. "Maybe you had better read it out loud to me. I am not seeing so good right now."

Ben read him the letter. Consolidated Atlas was grieved that engine 201, on such and such a date, had entered Plant One and that her smoke had caused dislocations in the air-conditioning equipment. This was contrary to rules, regulations, instructions, and standard practice. Plant One had been authorized to handle matters to insure the performance would not be repeated. Atlas wrote for Mr. Patchbolt's information and guidance.

"Nuts," said the official briefly.

"Okay," agreed Ben, "but what about the new diesels from Atlas? They also phoned about that and said could you sign for three switchers they are ready to deliver this morning?"

"Hah!" said Mr. Patchbolt. "I could not accept a thumb-tack from that mob till upstairs makes peace with them."

"I thought you were instructed to accept them, sir."

"I was, but something came up about steam heat."

"Steam heat? What is steam heat?"

"There's none in this damned radiator," said Mr. Patchbolt bitterly. "You see, diesel switchers do not have the capacity to steam-heat passenger cars. Especially in this weather. And there

is a joker in the contract about immediate delivery costing 15 percent more. There's an awful row about it. Awful! I had no idea our president could use such language." Mr. Patchbolt looked at the anatomical, skeletonized display of diesel fuel feed. "Get that junk out of my office if you have to call the wrecker!"

MR. PATCHBOLT'S head ached, he could see out of one eye only, and he was chilled to the marrow. At this auspicious moment Terence Hogan, the local yardmaster, phoned to say he'd just lost a locomotive.

"Bah!" said Mr. Patchbolt.

"She's gone," Mr. Hogan declared. "I tell you, old 201 is gone. The yard goat. This morning she vanished."

"She couldn't vanish no place," said the general master mechanic. "Even if you had her, what would you do with her? You've got no coal."

"I didn't call up to have a argument," Hogan replied with dignity. "I said you had lost a locomotive. The 201."

"Oh, *I've* lost a locomotive. Very well, Hogan, just unwrap yourself from that stove and go find her. And while you're looking around, see if you can also discover some coal."

He hung up and called to Ben.

"Ben," he said, "that fellow Hogan has lost one of his crews in a snowdrift, I guess, or maybe the yard office blew away. He is up to some shenanigans, most likely because he wants those new diesel switchers. He has lost the yard goat, he says. The 201."

"Well," snorted Ben, "if he hasn't got no coal, what in hell would he do with the goat if he hadn't lost her?"

"That is precisely what I asked him," said Mr. Pathcbolt. "He'd better not get cute with me. Should he call back I am out. And see if you can find me a blanket."

Warily using his one good eye, Mr. Patchbolt proceeded with the daily grind. He read engineers' reports, roundhouse alibis, shop reports, a pamphlet on the expansion of steam, an illustrated booklet on lubricants, and an exhaustive treatise on nuts and bolts.

Among all these papers he dug up a file of letters and memoranda regarding 75 loaded coal cars—full of railroad coal, he balefully noted—that had been tenderly unloaded by Consolidated Atlas into their own coal bins. Consolidated Atlas had instantly paid for the coal and the railroad had accepted the money, but now the railroad wanted the coal back. Consolidated Atlas preferred to keep the coal.

Mr. Patchbolt brooded over this until Ben came in with a blanket borrowed from the Pullman Company. The chief clerk also brought word that Mr. Patchbolt was wanted upstairs by the president of the railroad.

The master mechanic wrapped his blanket about him in resignation and went upstairs, where he learned that he actually had lost a locomotive.

"It is beyond comprehension," said the president grimly, staring at Mr. Patchbolt. The latter's face was both purple and red, was lop-sided, and had only one eye open. Nor was Mr. Patchbolt the type who could wrap himself in a Pullman blanket and appear either fashionable or majestic.

"Beyond comprehension," repeated the big chief. "Oh, yes, vanished. Mr. Patchbolt, explain to me: where is the 201?"

The blanket wearer had no idea. He was told to consider the seriousness of such a thing. So he thought how serious it was to lose a locomotive in broad daylight, or even at eventide, especially since they were short on motive power.

While he was considering, a large amount of railroad brass arrived and clustered around the mahogany table. These officials noted Mr. Patchbolt's appearance with polite astonishment. There was a discussion about the missing engine, and the unprecedented weather, and why should the president's office be the coldest spot in the entire building, and did Consolidated Atlas think they owned the world, including locomotives and coal?

After a short while Hogan appeared. He had never before been in the president's office. However, he seemed unimpressed by the assembled brass collars, the mahogany table, the swamplike carpet, and the famous painting of Lucas Buchanan Birdstall, past president of the inboard system. What seemed to dent Hogan's consciousness was Mr. Patchbolt's appearance, swathed in a blanket, with an eye swollen shut and his face purple and red.

"You look like a fat squaw off the reservation," he said tactfully.

The president broke the ensuing silence. "The matter before us, gentlemen, is the 201. Now, Mr. Hogan, explain the mystery."

The yardmaster said there was little to tell. No. 201 had disappeared from the south end of the ready track between four and five that morning. When he, Hogan, came on duty the matter was reported to him by the crew assigned to the yard goat. Subsequent investigation and search was to no avail.

"What do you think of this, Mr. Patchbolt?" said the president. "After all, we've got to keep track of our engines. They're valuable."

The master mechanic said that he had no thoughts of any consequence.

"I called you the minute I realized the serious nature of what'd happened," said Hogan virtuously.

Mr. Patchbolt unwrapped a yard or so of blanket. He gazed bleakly at Hogan out of his one good eye.

"What steps have you taken to locate engine 201, Mr. Patchbolt?" asked the president.

"I ain't been outta this office building," was the indignant reply. "That goat is assigned to Hogan and he should take his own steps."

"It is outta my hands," Hogan stated. "The engine belongs to the Mechanical Department."

"Gentlemen," said the president firmly, "this has gone far enough. First find the locomotive, then we'll decide who owns her. Mr. Patchbolt, you and Mr. Hogan handle this matter discreetly. Don't make the company ridiculous by calling the police. We have just appropriated millions for publicity. Millions. We are selling the public our efficiency. This company will never admit having lost a locomotive. Mr. Patchbolt, I want you to report to me directly which of our employes could have lost a locomotive, and why."

THAT evening the master mechanic, suitably attired in charcoal gray, dined with a glamorous blonde female named Irene. She was big-breasted, wore a lavendar peek-a-boo waist, and had compassionate blue eyes. Just looking at her made him feel better. Over sirloin steak, French fried potatoes, tea, and four chocolate eclairs, Irene expressed sympathy for Mr. Patchbolt's one closed eye.

"But," she cooed sweetly, "you should look where you are going, Thaddeus, and was it really a radiator that hit you?"

"It was, darling," said Thaddeus.

When Irene learned that he could not take her to a movie that night because of a business engagement with Yardmaster Hogan, she rolled those blue eyes and said it was no wonder

he'd lost a locomotive, having no more sense than to wander around in the snow on such a night.

"Don't be silly," he cajoled, eyeing the exposed white portions of her breasts.

Shortly after the dinner, he met Hogan by appointment in the wilds of the flat, snow-covered yard. The utter blackness and cold were lashed by biting wind. Mr. Patchbolt thought several times during the next few hours that he would have been much happier if he'd gone to a show with Irene instead of tramping around the city. The two men peered behind snowdrifts and buildings and at the miles of snowy walls and fences enclosing the plant of Consolidated Atlas. This discreet investigation led to nothing except that both men nearly caught pneumonia.

Next morning, having fought off starvation with four fried eggs, a half-pound of bacon, and a bowl of oatmeal with cream, topped off by steaming hot coffee, Mr. Patchbolt checked in at the twentieth floor. There was no message from Irene. After informing Ben, his chief clerk, that he had business with the company auditor, he plodded upstairs.

"Jack," he told the auditor, "I want the record of engine 201. The book. There's something about that yard goat, I can't just remember what—"

"We are not giving out any books today, Thaddeus," said Jack.

"I deal directly with the president," our hero reminded him loftily.

After some delay, including a call to the president, who was not in his unheated cloister at such an early hour, Mr. Patchbolt won the round. He returned to his own department laden with enough papers and documents to fill a stove, which was an idea he entertained as he wrapped himself in the Pullman Company's blanket.

The master mechanic got out his own files on the 201, which were bulky, as they covered all the 201's history since the time Congress passed the Locomotive Inspection Law. He placed the joint collection, including the original bill of sale from the old Atlas Works in 1904, on top of his desk, and summoned his chief clerk.

"Ben," he said, "I am in conference. I will speak only with the president. If Irene calls, tell her that I will meet her at the steakhouse at seven—unless I get tied up. Explain how busy I am. And at noon bring me some hamburgers and coffee."

The official steadied himself in his swivel chair and with his one good eye started reading the life of a locomotive. There was a picture of the lowly yard goat as originally built by Atlas. This startled him. The goat was originally numbered 19 and named the *Lucas Buchanon Birdstall.* A picture of Mr. Birdstall adorned the square oilburning headlight. There were enlargements of pictures showing the bell and the whistle, and on each was engraved in flowing script:

The Lucas Buchanan Birdstall. Built by Atlas, 1904. From Riverland to Clover, June 10th, 1904. She made 116.4 miles per hour, World's Speed Record.

In 1916 the engine had been written off the books and the trust plates removed. The 201 was placed in storage. There followed, for the next period, half a ton of letters, affidavits, testimonials, and Congressional mentions, all discussing the question of which museum deserved the prestige of housing the speedball of 1904.

But the company had decided to put the engine back in service.

Mr. Patchbolt recalled this clearly, for he had been the shop superintendent who converted the plug into the yard goat; he could even recall details of the conversion such as changing frames and cylinders and rods. Of the original job built by Atlas in 1904, bright with brass and high on the wheels, that had rocketed so swiftly and so recklessly down the mainline to Clover, not one shred remained, not one bolt nor rivet, not one fixture nor valve, other than the whistle and bell.

Now the engine was up again for retirement, provided the auditor could be prevailed upon to erase $1.15 charges, which, so far as Mr. Patchbolt could determine after diligent study, was for a new whistle cord applied in the fall of 1930. An authority for that expenditure was missing from the record.

Our hero's one eye was a bit misty when Ben came in with hamburgers and coffee. Mr. Patchbolt ate absentmindedly, thinking of an engine worth, at the most, $1.15. The railroad certainly wouldn't go bankrupt over it.

"Ben," said Mr. Patchbolt, putting on his hat and overcoat, "if Irene phones, tell her I have been called out of town. If the president calls, say that I have some high-grade clues and will be very discreet about them."

HE WENT down to the yard and waddled across the snow to the ready track. There, in the bitter cold and wind, the master mechanic looked over at the industrialized side of the flat yard.

Directly before him rose the enormous shapes of Consolidated Atlas. Its beauty was magnified by its environment, for Hogan's flat yard was hardly the pride of architectural sculptors and muralists.

Mr. Patchbolt shivered, staring at the sheer walls of the mammoth buildings. He came to the chilling conclusion that the great industry could have swallowed the 201 without so much as a bump.

Hogan came shambling up, wrapped in sweaters and coats, and said, "It is colder than it was last night."

"I have been thinking about the yard goat," said Mr. Patchbolt. "It seems that a couple of days ago, according to a letter I got from Atlas, Engine 201 was inside their plant and had smoked up the place. They was very sore about it."

Hogan looked toward Atlas but said not a mumbling word.

"And," continued Mr. Patchbolt, "it seems that a couple days before that happened, Atlas got hold of 75 cars of our coal. I guess they switched it in with one of them diesels they're supposed to be selling us. Anyways, they got the coal."

Hogan cleared his throat. "They are a rough bunch, Mr. Patchbolt. Also, they are the biggest shippers around here. We move as many as two or three hundred cars a day in and out of that Number One plant. I remember one day we took 310 loaded cars from it."

"It's a lot of business, even for our railroad," said Mr. Patchbolt.

"You see that door?" Hogan asked.

Three tracks led up to the great door, and the door was closed.

"All the tracks behind that door are under the roof," he went on. "They are supposed to do all their own switching under the roof, but once in a while we have to go in there. There is always an argument when we do their work. I'd never have let the yard goat go in there the time you know about. I didn't know till afterward."

"And the 75 cars of coal," said Mr. Patchbolt conversationally.

Hogan was deeply moved. "Look," he said, "the word was to move no more coal to our stock piles. We were changing over to diesels. Those 75 cars were set out. One day they was gone. The next I knew of it, I heard Atlas had bought it from us. Let me ask, why do we refuse to take delivery on those Atlas diesels, when we're all lined up for the change?"

"They raised the price."

Mr. Hogan pondered this. "I've got 30,000 barrels of diesel fuel and no diesels. And no coal."

Mr. Patchbolt said: "Don't hold out any clues on me. The president wants that yard goat back."

"Well," said Hogan affably, "you can rely on me. I have done everything possible. I even walked around last night with you, and it took me the rest of the night to get thawed out. I have no idea what became of that engine."

"Meet me at the ready track tonight at eight," said our hero.

"Now look," said Hogan, "I'm not going through what I did last night. Not for ten yard goats."

"You be there at eight. It is very peculiar that 75 cars of coal got away from you."

Our hero returned to the twentieth floor of his building. After perhaps an hour of huddling in a blanket, he felt equal to continuing the quest.

"We have not found her yet, sir," he telephoned the president. "However, I am on the trail."

"Possibly," said the big chief.

"Mr. Hogan and I are gonna close in on it tonight," said Mr. Patchbolt, obscuring the fact that his chief clerk's enthusiasm for detective work was waning. "I thought I'd ask you, sir, would you let me have a college graduate out of your office to go with us?"

"What in hell do you want with a college graduate?" bombarded the president. "If we had one, I might give him to your department permanently."

"It should be some educated guy who's got warm clothes. It's very cold out tonight. Somebody discreet like me and Mr. Hogan."

"I'll think of somebody who can qualify. You had better come up here and give me a report on this."

SHORTLY after eight on that raw, windy, and bitter night Hogan met Mr. Patchbolt and his companion. Since it was as black as the bottom of an oil well at the south end of the ready track, Hogan did well to make out the two shapeless forms.

"This is one hell of an idea," he said vehemently, waving a brake club.

Our hero requested discretion. They were going to the Atlas plant, he said, where they'd scout around for the yard goat.

"I was afraid of this," said Hogan. He strained his eyes in the blackness. "What're you carrying, a shotgun?"

"This is a pipe wrench," said Mr. Patchbolt. It rested on his shoulder and was five feet long.

"I hope you know what you're doing. That Atlas bunch ain't afraid of pipe wrenches or atom bombs. And who is this with us?"

"This gentleman is with the company," said Mr. Patchbolt.

"A gentleman?" Hogan asked.

They walked over the tracks, through ice and snow, toward the Atlas plant, and finally came to the great door.

"Where is your key, Hogan?" inquired Mr. Patchbolt.

"How do you know I have a key?"

"I have talked with your superintendent. He says so. He says you open a box and push a button."

"That is right," said Hogan. "You push a button and the door rolls up like a carpet."

"Start rolling," said Mr. Patchbolt.

"I have been thinking," said Hogan dubiously. "Why don't we go around in front and tell the gateman we want in? This Atlas mob can get awful rough and that place is like Mammoth Cave. Let's not be hasty."

"Get the door open," our hero said angrily. His feet were freezing.

"I am gonna do this because you are a general officer of the company and because the president said I was to work with you," Hogan declared hoarsely, fumbling for his key.

Going to the side of the building, he opened a metal box with his switch key. He pressed a button. Instantly floodlights went on and the door rose noiselessly. The three men walked in. Hogan pressed another button. The door dropped like a cleaver on a bone.

"If we left it open we'd ruin their air-conditioning," said Hogan.

It was warm inside. The interior was vast, with tracks below the floor level. Although the building was well lighted they saw no one for perhaps a quarter-mile, when the tracks branched. Hogan knew the location of the coal bins and boiler room. After a long walk they reached their objective.

There they found the old *Lucas Buchanan Birdstall* in the boiler room, ensconced before more coal than she could consume in ten years! Towering over the little engine were enormous boilers faced with tile and chromium, hung with thermometers and clocks and charts and pressure gages.

On the yard goat, steam drifted defiantly from her safety pop and cylinder cocks. The ashpan was bright with glowing embers. The blower was snarling at such things as automatic weather and boilers as vast as three-story buildings. The rugged men of Atlas had capped the stack with piping so the smoke would not contaminate the pure air of their establishment.

Then Hogan first identified his gentleman companion. "I had no idea it was you, sir," he said respectfully.

The president nodded curtly.

Mr. Patchbolt said: "I can get the whistle off with this wrench in five minutes after we blow it down. I'll take the bell off right now. We'll find the boss of this boiler room and tell him who is calling."

"You have the right idea, Mr. Patchbolt," said the president calmly.

"Mr. Hogan can find him," said the master mechanic. "He lost 75 cars of coal to him lately. Great friend of his."

Hogan took off, and soon returned with a Mr. McGuire, who proved to be the boiler-room foreman. The president asked could he use a telephone. The newcomer took them to his office.

The president dialed a number. "I thought this was your night to play poker, you old pirate," he telephoned.

"Oh, this is Buck. I'm in the boiler room down at your plant, taking a look at a switch engine of ours that we let you borrow to keep your office warm . . . Well, yes, there is a slight adjustment I wish you'd handle . . . Ah, nothing much, just a bell and a whistle and a check for one dollar and fifteen cents . . . Come on, I'll wait right here for you."

By the time the head of Atlas got to his boiler room Mr. Patchbolt had the bell and whistle in a gunny sack. It was very good of Consolidated Atlas to convey Mr. Hogan and Mr. Patchbolt to their respective homes in a limousine.

The president and head of Atlas were last noted leaning against the yard goat and settling the details for the delivery of some 50 diesel locomotives very amiably. Strangely enough they had little difficulty ironing out the problems that had bedeviled them.

The next morning our hero and Hogan reported direct to the president. Thanks to discretion, the president said, the incident of the lost locomotive was concluded. The whistle and bell would look very good on a table directly under the famous painting of Lucas Buchanan Birdstall himself.

"And," the president told Mr. Patchbolt, "find out how many cars of coal Atlas can let us have; and you, Mr. Hogan, deliver that coal."

Mr. Patchbolt was happy. As soon as he left the executive chamber, he picked up a phone to make a date with Irene. ●

A Shower Bath for the Iron Horse

Aug. 15, 1959: Arthur Young washes the Canadian Pacific's 2926, a "Jubilee" 4-4-4, at McAdam, New Brunswick, one of the last places where Canadian steam locomotives were washed at the end of each run. The 2926 used to pull passenger trains 562 and 563 between McAdam and St. Andrews. Alas, the entire railway is now dieselized! So is the entire country.

David Plowden, 1239 Madison Ave., New York, N.Y. 10028.

IN SEARCH OF STEAM

with
Mike Eagleson

NEW HOPE & IVYLAND at New Hope, Pa., may be using a diesel in freight operations by the time you read this. A private individual has bought an ex-Washington Terminal switcher and may lease it to the steam road for $1 a year, replacing the old ex-Canadian National 4-6-0, class H-6d, No. 1533 on freight.

Former Brooklyn Eastern District Terminal 0-6-0T, No. 12 (Porter, 1919), with several tons of hard-to-find spare parts, is now for sale at moderate cost. Contact Ron Ziel, Box 433, Montauk Highway, Bridgehampton, N.Y. 11932. She is operable.

Steam in Sudan? You bet! The 3,000-mile state-owned railways is using 60 steam locos, all built between 1950 and '53, for light freight and as switchers on unballasted single tracks laid mostly in desert sand. Speeds are less than 40 mph. Who has photos of Sudan steam to send me for publication in our *Railroad Magazine?*

Southern Appalachian Ry., a steam tourist road at Micaville, N.C., has folded up and will sell its locos and cars. Contact E. J. Bernard, 60 Union Ave., Little Falls, N.J. 07643.

A Rock Island 0-4-0T may be had for $10,000 from Scrap Disposal Co., National City, Calif. 92050, reports Charles Cox, ATSF telegrapher, 3511 June St., San Bernardino, Calif. 92405.

Southern Pacific's last cab-forward, 4-8-8-2 No. 4294, is now located in the SP Shops at Sacramento. She is well painted, uncovered, and well spotted for photography. But get permission before crashing the yards; if you anger this anti-steam road, they may scrap her. The *C. P. Huntington* also is stored with the big AC class articulated. Both locos are to go to an undisclosed park some day; they were evicted from a spot near the Sacramento station by a freeway construction project. Meanwhile, SP 4-6-0 No. 9, an oil-fired narrow-gage engine, rests at the Laws, Calif., Railway Museum.

Things are improving at Ft. Eustis, Va. Last October 31st I attended a "final" steam fantrip at the Army post, whch was using 2-8-0's 607 and 612. Also on hand was 0-4-0T No. 714, which delighted us with her smoke displays and fancy whistling. An early morning freight headed by No. 607 was a highlight of the morning. That afternoon we saw a doubleheader with the two Consolidations on a passenger. It seems that a change in command has revived the post's interest in operable steam. Several 2-8-0's, now out of service for repairs, are being considered for restoration. Let's salute the new officers of the 714th Bn. for keeping steam alive. But ex-Kentucky & Tennessee 2-8-2 No. 11, once bought by the U.S. Army and tested at Ft. Eustis, has been scrapped. I remember her as a loud barker when hauling coal over her old Kentucky shortline.

Monticello & Sangamon Valley Ry. is running its tourist business with a 27½-ton steamer named "Little Dumpy." The 1930-built loco was purchased in 1966 from a stone quarry. To raise funds for this 4-mile line, a 47-page publication, *A Guide to Steam Locomotive Operation,* is for sale at $2. Write M&SV Ry. Co., Box 185, Monticello, Ill. 61856.

Tampa Ship & Dry Dock Co. is rebuilding three Central American steam locos for the new Disneyland at Orlando, Fla. Two other locos are on hand to be rebuilt if more motive power is needed for hauling tourists. The first test fire will be this May. The company doing the repair work is well equipped. Other roads with steamers that need rebuilding should keep them in mind, says James Demlow, 7110 Gateway Ct., Tampa, Fla. 33615.

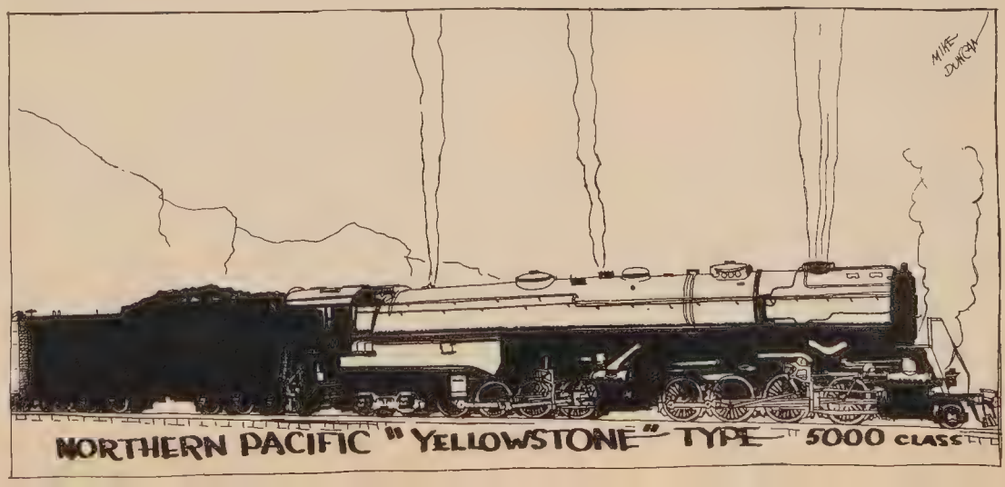
Stanley Works of New Britain, Conn., has donated its 34-year-old 0-4-0 fireless steamer to the Connecticut Ry. Association Museum in Warehouse Point, Conn. This oldtimer, delivered new in 1936, has run enough miles in the company's yards to equal a trip around the world. Once she ventured out of New Britain, for repairs at the former New Haven RR. shops in East Hartford. The New Haven borrowed her twelve times to switch cars.

Cass Scenic Railroad in Cass, W. Va., will acquire 3 new steamers. Vancouver Wharves' big "Pacific Coast" type Shay, recently retired from service in North Vancouver, B.C., Canada, will be No. 2, the largest steamer Cass owns. A second big Shay, also an oil-burner, is being leased to Cass by the Oregon Historical Society of Portland, which acquired her from the Mount Emily Lumber Co. 12 years ago. Finally, a 70-ton Climax, used on the Middle Fort Railroad at Ellamore, W. Va., until 1960, will join the Cass road, but needs considerable work before she can feel a fire on her grates again. Cass is America's only operating line with the 3 major types of lumber-road motive power: Shay, Heisler, and Climax.

Castro Point Railroad at Richmond, Calif., has a steel-jacketed Heisler running in its museum yard. She once was owned by Pickering Lumber Co. Their other operable loco is 2-6-2T No. 6, soon to be rebuilt into a tender-engine using the tender off ex-Santa Maria 2-8-2 No. 100. (This Mikado is now running on the White Mountain Scenic in Arizona with a home-made Vanderbilt tender.) When the rebuild is complete, No. 6 will resume her old Sierra Railroad No. 30, reports R. Michael Scott, 2829 Litina Court, Alamo, Calif. 94507.

Michigan State University Railroad Club, now restoring ex-Pere Marquette 2-8-4 No. 1225 (mentioned in Dec. '70 column), is progressing well. The project is run entirely by the student organization, not the university. While they plan to use No. 1225 on football game specials, her major opeartion will be fantrips. No. 1225 is in top mechanical condition, but the club needs donations to continue the shakedown work. Kavin Keefe is the club's publicity chairman, 445 Holden Hall, Michigan State University.

Last November 18th, the Tennessee Valley Railroad Museum in Chattanooga completed the first phase of its building. When fully completed, half a dozen steamers plus rolling stock will be accommodated under cover in an enginehouse with access to the main-line for fantrips. Southern's dynamic President, W. Graham Claytor, Jr., made presentations to Paul Merriman (owner of 2-8-2 No. 4501) and the Museum. The future of steam is assured here for a long time. ●



Ontario & Western units 505 and 507 leave Maybrook, N.Y., heading west, July 1945.

BOOKS OF THE RAILS

by Albert Herskovits

ALL-TIME INDEX 1929-1969; *Railroad Magazine, Model Railroader, Trains, Railroad Model Craftsman*, compiled by Bob Wayner, soft cover, 186 pages 8½x10¾", Wayner Publications, $6.95.

Now, gathered together for the first time, is a factual index of *Railroad Magazine* over the years, along with other publications. It is arranged under different headings with issue and page number following a particular listing. Some of the headings are: railroad history and operation, steam, diesel, and electric locomotives, passenger trains and cars, traction history, wrecks, signals and communication, persons, occupations, and rosters. The model section deals in layout design, benchwork, and construction of engines and cars.

This index will be invaluable to anyone who has a large collection of back issues. If you are looking for a certain article on the Southern Pacific, for example, but don't remember when it appeared, you won't have to waste time flipping pages. The index tells you it was June '40 *Railroad,* page 24. Needless to say, we editors are happy about this work, for it saves us much time.

TO THE MOUNTAINS BY RAIL, by Manville B. Wakefield, hard cover, 415 pages, 8½x11", drawings, paintings, aerial views, maps, notes, index, Wakefair Press, $15.

Mr. Wakefield, a contributor to *Railroad Magazine* and a fine railroad artist as well, has written what may well be the authoritative work on those remarkable mountain resorts in Sullivan County, N.Y., an area once busily served by the New York, Ontario & Western and frequented by the financial greats of the period. This book balances its subjects well. Without the railroad the resorts would have floundered, and vice versa. So we get a history of both, illustrated with hundreds of rare photos. These include views of long-abandoned stations and hotels, wrecks and fires, and interiors of passenger cars and hotels. The style is lively and crisp, with each chapter describing a different town. There are also reproductions of numerous O&W ads and pamphlets soliciting the passenger business that was once so prosperous.

SUMMER SAUNTERINGS BY THE B&L, soft cover, 176 pages, 5x7¾", maps, timetables, engravings, Travel Service Bureau, $2.95.

The Boston & Lowell Railroad issued this guide for its passengers in 1886. Now reprinted, we are treated to descriptions of the country, quotations of poetry, and even town plans of long ago. We learn that for a 10-mile portion between North Woodstock and Profile House, N.H., B&L passengers detrained and rode by stagecoach! Says the guide: "The stage outfit is of the best description, and the ride from the terminus of the railroad up through the Franconia Notch is delightful." A full-color fold-out map of the B&L is included.

RAIL, STEAM & SPEED, by O. S. Nock, hard cover, 164 pages, 5½x8½", photos, index, George Allen & Unwin Ltd., Park Lane, Hemel Hempstead, Herts, England, 55s.

Mr. Nock, one of Britain's best-known railroad writers, gives us an entertaining and thorough account of the speediest runs of various English name trains through the years and explains why some locos were more efficient for speed than others.

THE LAST STEAM LOCOMOTIVE ENGINEER: R. A. RIDDLES, C.B.E., by Col. H.C.B. Rogers, hard cover, 215 pages, 5½x8½", photos, index, George Allen & Unwin Ltd., 50s.

Here is a biography of perhaps England's most famous engineer, a man later promoted to Chief Mechanical Engineer of British Railways and responsible for the design of its 2-10-0's. Riddles, incidentally, was in charge of the famous *Coronation Scot* train when it visited America in 1939. He was then an executive on the London, Midland & Scottish, but took delight in running and even firing the engine. We learn that he shovelled 10 tons of coal on a run from Baltimore to Washington; then, to get some exercise, he played a full round of golf the next day.

FIRST STEAM WEST OF THE BIG MUDDY, by Bryon E. Guise, hard cover, 60 pages, 8½x11", illustrations, map, artwork, roster, Bryon E. Guise, c/o Marysville Advocate, 107 S. 9th St., Marysville, Kansas, $6.95.

Written in several dozen mini articles, this is the story of the St. Joseph & Grand Island Railroad, fondly called "St. Joe. & G.I." The first road to operate west of the Missouri River had more than its share of ups and downs before being taken over by the Union Pacific in 1916.

The first Carnegie Award for railroad employes was given to a railroader from this line who saved the life of a little girl by lifting her off the tracks while standing on the cowcatcher of a moving locomotive. Other true tales, steam motive power development, and history are covered right up to diesel operations. Today, this is one of the better-paying short routes in the Middle West.

The paper is coated stock, but reproduction is only poor to fair. Thankfully, many little known facts, anecdotes, and personalities were discovered and preserved in this book.

—Mike Eagleson

PROCEED TO PETERBOROUGH, by Colquhoun, Stewien and Thomas, soft cover, 54 pages, 8½x11", illustrated, 8 color photos, Australian Railway His-

torical Society, 379 Fullarton Rd., Fullarton, South Australia, 5063, Australia, $2.95.

An excellent pictorial tribute to the 3′6″-gage locos of the South Australian Railways in the last days of steam operation. Outstanding action photos and engine portraits give this strong appeal for the international steam enthusiast who sees beyond North America. It includes a detailed schedule of each steam trip from Dec. 1969 to January 9, 1970, when the last one was completed. We only wish data like this was available for final steam runs on North American roads. Photography and printing quality are outstanding, with a number of sunset pictures and arty shots, as well as traditional steam portraits.—Mike Eagleson.

OFFICIAL STEAMTOWN LOCOMOTIVE GUIDE, Vol. I, 1970, soft cover, 24 pages 10x6⅞″, illustrated, Steamtown U.S.A., Bellows Falls, Vt., $1.50.

This is the first of a new collector's series of "photographs, descriptions, and specifications of favorite engines seen at Steamtown." The cover features a dramatic action shot of ex-Canadian Pacific 4-6-2 No. 1278. She is hard at work pulling a fantrip on the New Haven and may well show the late F. Nelson Blount in the cab running his engine. Inside we see one locomotive per page with basic specifications and a brief history. Some of the biggest and best locos on display are described as being in "operating condition," even though their flue times have long ago run out. Unfortunately, most of these aren't in as fine a shape today as when these photos were taken. The book's sale will help the Steamtown Foundation care for its locomotives.—Mike Eagleson.

BULLETIN No. 123: The Railway & Locomotive Historical Society, Oct. 1970, 133 pages, 6x9″, illustrated, R&LHS, Harvard Business School, Boston, Mass. 02163; for members, $2; non-members, $3.

John H. White, new editor of the 50-year-old R&LHS *Bulletin*, has imparted a fresh look to No. 123, particularly in the choice of material and clarity of photo reproductions, and the type is less crowded. No.23 carries ten articles, such as "The Troy Car Works," "Missouri Southern," "Boston's Anonymous Railroad Reaches the End of the Track," "Lima Locomotive Works," etc., plus departmental material. Editor White needs "well-written and thoroughly researched papers" by members of the Society, for publication.

"We are seeking articles of more general interest and fewer histories of obscure short lines," he writes. "Many topics are waiting to be done: locomotive stokers, freight cars, and signals, to name a few."—Freeman Hubbard.

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The books are available only by mail. *Railroad Magazine Book Service,* 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions:

	List Price	Our Price
WORKIN' ON THE RAILROAD, Richard Reinhardt	$ 8.95	($ 8.50)
RAILROAD AVENUE, by Freeman Hubbard	$ 6.95	($ 6.70)
THE RAILROAD SCENE, Wm. Middleton	$ 8.95	($ 8.50)
THE RAILROAD CABOOSE, by Wm. F. Knapke	$ 7.95	($ 7.55)
BESSEMER & LAKE ERIE, 1869-1969, Beaver	$10.00	($ 9.50)
TRAIN WRECK! Wesley J. Griswold	$ 5.95	($ 5.65)
CN STEAM POWER, by Clegg and Corley	$12.95	($12.30)
PICTORIAL HISTORY OF ELECTRICS, Haut	$15.00	($14.25)
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RR. MAGAZINE ALL-TIME INDEX	$ 6.95	($ 6.70)
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INTERURBAN INTERLUDE, by E. J. Quinby	$ 7.95	($ 7.55)
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GOLD RUSH NARROW GAUGE, by Cy Martin	$ 6.95	($ 6.70)
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MAN FROM STEAMTOWN (Blount), by Adair	$ 3.95	($ 3.80)
RAILS TO BLUE RIDGE, H. H. Harwood	$ 4.50	($ 4.25)
NARROW GAUGE TO REDWOODS, Dickson	$ 6.95	($ 6.70)
ALL ABOARD! RR's in Michigan, W. D. Dunbar	$ 7.95	($ 7.55)
RAILS TO POSSUM TROT, by J. A. Stowe	$ 2.50	($ 2.40)
SUPER POWER STEAM LOCOS, by R. J. Cook	$ 8.95	($ 8.50)
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COVERED BRIDGES TO CONCORD, Edgar T. Mead	$ 4.50	($ 4.30)

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.

1 ***What is the single biggest track abandonment in recent years?***

As far as we know, 333 miles of the Northwestern Division of the Missouri-Kansas-Texas in Oklahoma. The entire line from Keyes to Altus, Okla., will be dropped; this includes a 105-mile subsidiary, the Beaver, Meade & Englewood (Keyes to Beaver), bought outright by the Katy in 1931. The financially troubled road says it does not have the money to maintain the 333 miles of track involved. The ICC recently allowed the Katy to drop all that mileage on condition that it provide service to shippers for two years.

2 ***Did Canadian Pacific ever own any Decapods?***

Yes. The first CP 2-10-0's were rebuilt in 1916-'17 from 0-6-6-0 articulated locos. These were successful, so 35 more, class R-3, were built at the road's Angus Shops, the last one completed in 1919. R-3's saw mainline service exclusively in the mountainous terrain of British Columbia. Later, CP built two other 2-10-0 types, the S class and T class Selkirks. Both were used mainly as yard engines.

3 ***When was the Reading's* Crusader *inaugurated?***

That 5-car streamlined train, built by Budd Co., went into service Feb. 24, 1938. It ran twice a day between Philadelphia's Reading Terminal and Jersey City, powered in early days by G-1sas and then G-3 streamlined Pacifics.

4 ***What happened to the Veronia, South Park & Sunset Steam, RR. listed in 1969* Steam Passenger Service Directory *but not in the 1970 edition?***

This tourist road did not run last year. Our latest information is that the equipment, including its 1925 Baldwin 2-6-2, is still in Banks, Oregon. This indicates there is some chance that the line may operate again. The VSP&SS ran 42-mile round trips over a branch of the Spokane, Portland & Seattle.

5 ***What are "Handi-Talkies"?***

Two-way radios which keep switchmen in touch with tower, engine cab, and caboose. Built by Motorola, they weigh 21 ounces, are 100 percent solid state with no breakable tubes, and have cases sealed against dust and moisture. It is claimed that they can be dropped off the top of a boxcar without being damaged. Although they are not likely to replace lanterns in the near future, they do have the advantage of better communications. For instance, an engineer can tell a conductor why he is stopping the train. Use of radio also can coordinate the crew in getting the train moving again.

6 ***Not too long ago, I saw a diesel with a tender. Please explain.***

On rare occasions a diesel "A" unit may be accompanied by a tender, as our photo shows; but this is a steam boiler and its only purpose is to provide heat for the cars when freight diesels are used on passenger trains.

7 ***What is (a) the world's longest pre-stressed concrete railroad bridge, and (b) are there any continuous welded box girder railroad bridges in the U.S.?***

(a) The longest pre-stressed concrete railroad bridge is on the Louisville & Nashville where it crosses the Bay of St. Louis (in Mississippi). Completed in 1967, it is 10,170 feet long, cost $4.9 million.

(b) The only such bridge in America is nearing completion over the Arkansas River near Redland, in eastern Oklahoma. Built for the Kansas City Southern by Bethlehem Steel, it cost $4.5 million and is 2,110 feet long. Unlike most bridges which use cranes and derricks, the 24 box girder sections of this one were pushed into place with a gas-driven hoisting engine. Then, from both sides, bolted sections were shoved across the piers.

8 ***What is a mud drum in a steam locomotive?***

This is a shallow receptacle in the bottom of the boiler shell which has a cover bolted to it. The device collects mud and sediment that accumulates in the boiler and provides for its removal.

9 ***Can you tell me anything about the Beaver, Penrose & Northern?***

Yes. The BP&N was a shortline in southern Colorado incorporated in January, 1909. It ran from Beaver, where it met the east-west mainline of the Denver & Rio Grande, to Penrose, 6 miles to the north. Its first owner, Spencer Penrose (the town was named after him), thought the area would boom, but the town's population never exceeded 1,500. When the road started to lose money, its single steam locomotive was sold as an economy measure. This failed to stem the tide, however, and in 1918 the BP&N failed. Its trackage was torn up and equipment sold. For many years, the road's water tank was used as part of the Penrose municipal water system.

10 ***Why do you occasionally publish photographs of railroad men's daughters in a purely railfan magazine?***

Editor Freeman Hubbard answers: "Because ours is not a purely railfan magazine. It has a double-barreled appeal to railroad men and railfans. When we started publication in 1906 and for many years thereafter we were called *Railroad Man's Magazine.* We have since enlarged our policy to include fans also."

11 ***I am looking for a poem called "The Tallowpot."***

Look no further. The poem was written by E. E. Knapp.

The tallowpot is a husky lad,
And husky he must be
To handle the scoop on the smoky end
Of Red Ball Number Three.
He feeds the coal to this mighty hog
And watches its every whim,
For the steam it needs for its heavy drag
Is strictly up to him.
He watches the gage on the boiler butt,
And the hogger on the right
Leans out of the gangway, looks ahead
To catch the signal light.
He bails the coal in the firebox
And dreams of the days to come
When he'll take his seat on the right-hand side
And his coal heaving days are done.

12 ***What is meant by a home signal and a distant signal?***

Sy Reich, technical editor, answers: "A home signal is a fixed absolute block, manual block, automatic block, or interlocking signal which indicates either 'stop' or 'proceed.' It is used to protect against rear-end collisions, head-on collisions, or unsafe or undesirable operation through an interlocking plant. Common slang usage of home signal is an interlocking signal or traffic control system signal protecting a switch or crossing, or governing traffic over a single track railroad.

"A distant signal is a fixed absolute block, manual block, automatic block, or interlocking signal which indicates either 'proceed approaching the next signal prepared to stop' or 'proceed'.

Western Pacific engine No. 804-A, with baggage car and coach, also has a steam boiler; this is used to provide heat.

It is used in approach to (behind) a home signal to give enough warning so that the train can be braked to a stop before passing a home signal indicating stop. Common slang usage of distant signal is the signal in approach to (behind) an interlocking signal or traffic control system signal protecting a switch or crossing, or governing traffic over a single track railroad."

Running Extra

In his book *Railroad Avenue*, Freeman Hubbard relates the touching story of a trackside grave near Eldon, S.D., where a boy who used to wave to Chicago & North Western engineer Bill Chambers is buried. Every Memorial Day during his lifetime, Chambers planted flowers at the grave. After he died in 1931, his family continued the tradition. Does anyone know if the grave is still decorated each year?—F. N. Gatrell, P.O. Box 1415, Gary, Ind. 46407.

Corrections and addition to our Nov. department come from Charles Dillard, Jr., Alaska Railroad Car Shop, Anchorage, Alaska 99501. Charles writes: "Every summer, the Alaska RR. runs one train each way, daily, between Anchorage and Fairbanks, leaving at 9:30 a.m. During the winter, it departs Tuesday mornings from Anchorage and returns from Fairbanks the next morning. It also leaves Anchorage on Saturday morning, returning Sunday. The only time a train runs to Whittier is when a barge comes in with freight. A special train ran to Seward on Nov. 22, 1970, to commemorate the golden anniversary of Anchorage as a city."

The railroad roadbed in the Wales, Webster, Oxford, and Southbridge quadrangle of Massachusetts topographical maps (page 6, Jan. '71) may be the partially-built railroad between Palmer, Mass., and Providence, R.I.

About 1955, I noticed a roadbed southeast of Palmer and was told that a railroad had been projected as a means of restoring competitive rail service to Providence. The proposed line would have given Providence a non-New Haven link to both the Boston & Albany (NYC) and the Central Vermont (CN) at Palmer. Can anyone give me info. on the route, construction dates, extent of completion, and reason for termination?—Bob Clarkson, Burlington Northern industrial engineer, 470 English St., Apt. 10, St. Paul, Minn. 55106.

Why were the New York Central Niagaras rated at 6,000 hp and the Union Pacific 800-844 series only 4,000? Both engines had about the same fantastic proportions.—F. Crawford Page, Professor of Music, Louisiana State University, Baton Rouge, La. 70803.

I am looking for the names and addresses of companies that manufacture live-steam locomotives of five- and seven-inch gage or larger.—Rev. John M. Macmillan, St. George's Vicarage, 30 Ralph St., Reservoir 3073, Victoria, Australia.

Slides, negatives, prints, or movies of any of the Colorado narrow-gage roads are needed by William Loeffler, 12A Tiffany Lane, Smithtown, N.Y. 11787. Bill is producing a film commemorating the completion of the D&RG and would like visual material.

I want a history of all American railroads which owned and operated (2-8-4) Berkshire-type locomotives.—R. F. Beauchamp, 50 West 12th St., New York, N.Y. 10011.

I am trying to locate an article by P. Detmold, apparently in a magazine called *Long Range Planning*. It had to do with railroads. Can anyone help?—Peter Kuchinsky, 16 Hinkley Road, Tewksbury, Mass. 01876.

Canadian Pacific timetables reveal that the stations Fort William and Port Arthur are now called Thunder Bay and Thunder Bay North. Why was this change made?—Christian Meyer, 113 Delaware Ave., Albany, N.Y.

Two new 1971 calendars are being offered by Wayner Publications, Box 871, Ansonia Station, New York, N.Y. 10023. One is all-steam, including a C&NW streamlined engine, and two Great Northern locos. The other calendar is all-electric featuring Chicago Elevated, Portland Traction, etc. Cost is $2.65 for one, $5 for both books.

Another Wayner book is *Pennsy Car Plans*, soft cover, 99 pages, containing diagrams of PRR passenger, freight, and maintenance-of-way cars. It costs $4.95, postpaid, and should please model fans.

Coming Events

Feb. 20: Roland P. Blodgett Memorial Snow Train over Boston & Maine to North Conway, N.H. Details from Trip Committee, New England Div., Railroad Enthusiasts, Box 136, Ward Hill, Mass. 01830.

Every Friday-Sunday: Chicago weekend on "James Whitcomb Riley"; lv. Indianapolis 10:45 a.m.; cost incl. Chicago hotel, sightseeing, free champagne, etc., return Indianapolis Sunday, 8:45 p.m., Cincinnati, 11:15 p.m. Cost, from $58.55. Contact Riley Boosters Club, Box 133, Indianapolis,

Long Pennsylvania RR. freight out of Buffalo, N.Y., lumbers over Shamokin Creek near Sunbury, Pa., on an overcast day. Tonnage is headed for Harrisburg, Pa.
Don Wood, 3 Ned Drive, Matawan, N.J. 07747

Nacionales de Mexico QR-1 No. 3036 gets a lube from a young helper at San Juan del Rio on July 4, 1966. Steam-drawn trains got cut off at San Juan del Rio where they took on water and fuel. They then ran light to San Nicolas where they tied into another train to help it over the hill.
Photograph by Virgil C. Staff

The Switch List

We list entries free but without a guarantee. Not over 25 words, including name and address. Use abbreviations: *tts.* (timetables), *emp. tts.* (employes timetables), *SSE* (send 6¢ stamped envelope, if in U.S., for list or details). Your entry will be printed in our first available issue. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

DICK ANDERSON, 334 S. Prindle, Arlington Heights, Ill. 60004, sells 35mm to size 116 negs. of diesels, elecs.

C.L. ANDREWS, 4231 S.W. 38 St., West Hollywood, Fla. 33023, sells station, steam, diesel, car pix of LV, RDG, CNJ, PRR, L&NE, SCL, FEC. (SSE, large)

WM. BAUSSER, 251 Raff Ave., Mineola, N.Y. 11501, sells Off. Guides '56-'70, tts., emp. tts., other railroadiana. (SSE).

H. W. BLAKE, 237 Campbell St., Winnipeg 9, Man., Canada, sells tie-date nails '26-'64.

AL BLOODWORTH, 4145 N. Irving St., Kingman, Ariz. 86401, buys pix, clippings, maps, of narrow-gage rrs. from Antonito, Colo., to Chama, N.M., except D&RGW.

G.J. BOLINSKY, 435 Alameda Ave., Tacoma, Wash. 98466, wants to contact 35mm rr. camera fans in Knoxville, Kingsport, Elizabethtown, Oak Ridge, Tenn.

JOHN BORDNICK, 20925 Oakley, Livonia, Mich., will trade A-1 telegraph set for antiques.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys anything from FEC or predecessors; Fla. trolleyana; RPO material.

DALE BRATVOLD, 15055 Paddock St., Sylmar, Calif. 91342, sells back issues of Railroad Magazine, Trains, '52 to date, or trades for train orders.

STEVE BRAYTON, 33 Highgate St.. Allston, Mass. 02134, sells 35mm slides US, Canadian, Mexican diesels, psgr. trains; list 20¢.

WALT BROSCHART, Box 8064, Jersey City, N.J. 07308, buys pix, negs., tts., maps of eastern trolley lines in '20's and '30's.

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Lake Shore Electric steel car 180 is ready to leave Cleveland for run to Chicago (Jan. '35). Built by Jewett Car Co. in 1918, it was sold to Des Moines & Central Iowa RR. after LSE folded up, was renumbered 1714, ran through World War II.
C. William Jernstrom, 822 Pelham Dr., Fort Wayne, Ind. 46825

J.L. CARTER, 4320 N. Ivar Ave., Rosemead, Calif. 91770, buys C&O Mallet pix.

S. CONGDON, Box 952, Flint, Mich. 48501, buys UP pix, negs., 35mm slides, bks., brass equip; sells 35mm slides eastern rrs.

ED CONKLIN, 5 King Arthur's Ct., St. James, N.Y. 11780, will sell Porter 0-6-0 loco; sells rr. forms, lanterns, other railroadiana. Will buy handcar. (SSE).

JOHN CORNS, 1614 Ambler Ave. S.W., North Canton, Ohio 44709, sells steam hardware from W&LE, NKP, GTW, C&O, CB&Q. (SSE).

DICK CORSER, Newark St., Phelps, N.Y. 14532, sells tts., emp. tts., other railroadiana; list $1.

VINCENT DESANTIS, 196 Carbon St., Paterson, N.J. 07522, buys pix, negs., slides on pre-merger DL&W Boonton Line.

RAY DESCHENES, 903 Mohawk Rd. E., Hamilton, Ont., Canada, sells 3½x5 to 11x14 steam pix CN, CP; list 30¢. Buys, sells CN, CP, TH&B steam negs.

MARK DOBRONSKI, 3 Branford Lane., Dearborn, Mich. 48120, trades emp. tts., rulebks., sw. keys. (SSE).

STEVE DREW, 4130 Randolph Ave., Oakland, Calif. 94602, sells mint Va. & Truckee tickets from 1920's, list free. Buys, sells, trades V&T railroadiana.

KEN DUNN, 3522 S. 126 St., Omaha, Neb. 68144, will sell 3-chime Baldwin steam whistle from a 2-8-2.

WALLACE EWART, 10831 Tropicana Circle, Sun City, Ariz. 85351, trades sw. keys; send list.

JACK FERRY, 10041 S. Prairie Ave., Chicago, Ill. 60628, buys psgr. train stationery.

S.K. FORD, Box 425, Housatonic, Mass. 02136, sells reprinted stocks of Housatonic RR., crew uniform buttons. (SSE).

CHAS. GARDINER, 39-20 220 St., Bayside, N.Y. 11361, buys, sells railroadiana; wants copy of Reifschneider's "N.Y. & North Shore Traction." (SSE).

TERRY GEHRIS, 555 West St., Pottstown, Pa. 19464, trades RDG tr. orders for those of your area.

A.C. GILBERT, 49 Eldon Rd., Winton, Bournemouth, Hants, England, has British loco nameplates for trade.

G.J. GOLDEY, RD 2 Box 6, Glen Mills, Pa. 19342, sell, buy, repairs rr. pocket watches.

BILL GORDON, 232 Beresford Rd., Rochester, N.Y. 14610, sells "Rochester RR's", 20 pages, $1.50, "Elmira, Corning, Waverly Transit", 160 pages, 230 photos, $5.95.

ALON GREEN, Box 901, Brookhaven, Miss. 39601, buys info. on circus trains and cars.

BOB GREENAWALT, 3643 N. Rosemead Blvd., Rosemead, Calif. 91770, buys, trades rr. stock, bond certifs.

BRYAN GRIEBENOW, 11320 Bayla St., Norwalk, Calif. 90650, buys negs. USAF, USN, USMC, USA diesels on domestic or foreign assignments.

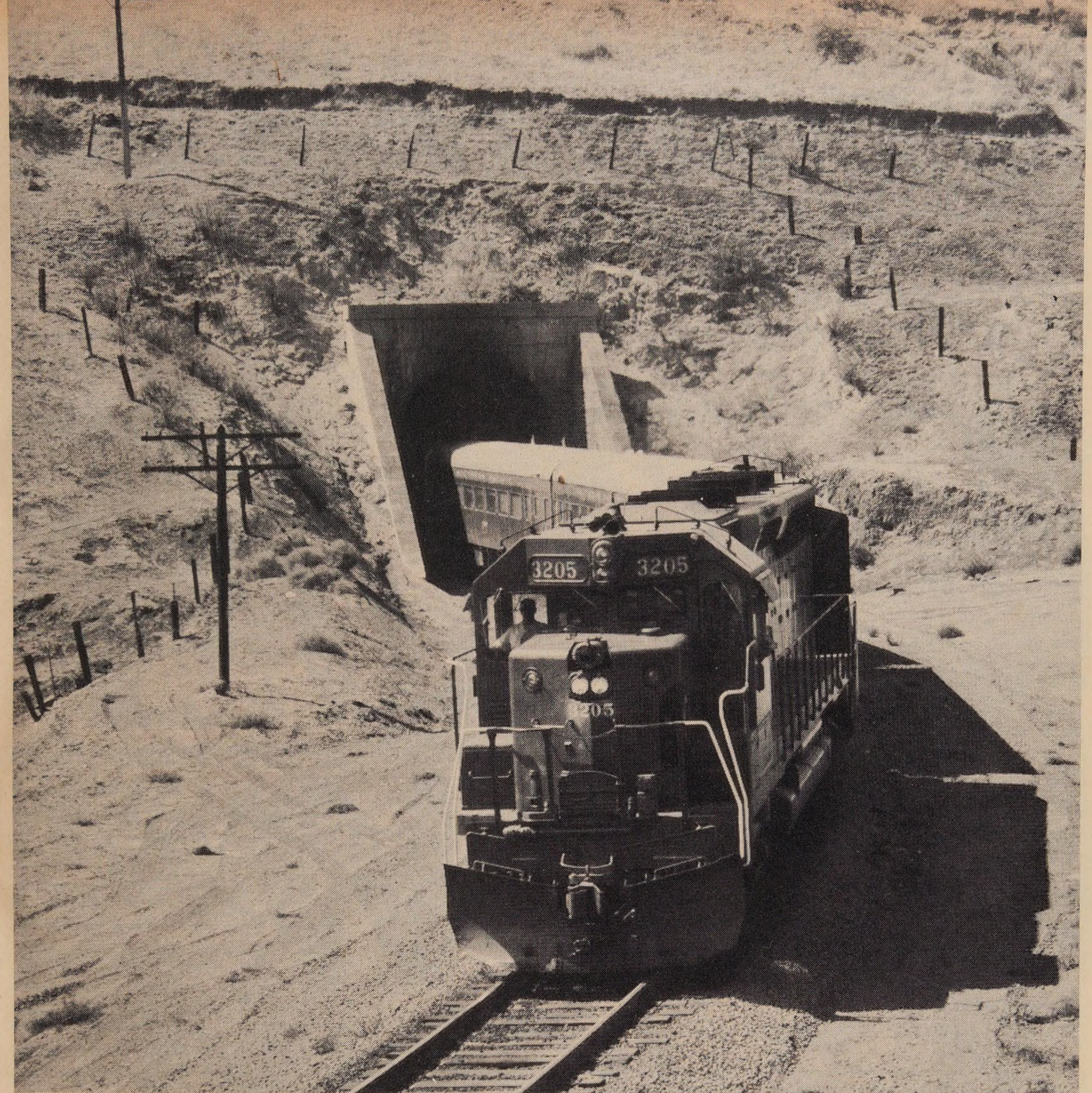
W.B. GRIFFIN, 406 Security Trust Bldg., Lexington, Ky. 40507, will buy 4/56 Railroad Magazine.

DON HARDY, 43 Nimitz Dr., Billings, Mont. 59101, sells tts., emp. tts., back issues Railroad Magazine, Trains.

JOHN HILTON, 4010 Highview Dr., Silver Springs, Md. 20906, sells railfans guide to Washington D.C.

FREEMAN HUBBARD, c/o *Railroad Magazine*, 205 E. 42nd St., New York, N.Y. 10017, offers

Reading was the only road to use 0-4-0 Camelbacks. Built at Reading Shops in 1913.
Collection of Harold K. Vollrath, 8938 Maple Dr., Shawnee-Mission, Kan. 66207



Out of a tunnel in the Tahachapi Mountains above Caliente, Calif., comes the Espee's *San Joaquin Daylight*. The tight curves in that area, as you might guess from this photo, rival those you see on model railroads. Photograph by Henry W. Brueckman

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1 ea. of hard-cover books: "Railroads of U.S.S.R." (Russia), 342 pages, 8½x11", illust., big folded map in pocket, $9; "Granger Country: Pictorial Social History of Burlington RR.," by Lewis-Pargellis, 255 pages, 8x10½", illust. (1949), $8; "Railroads of Black Hills," by Fielder, 176 pages, 8x10½", illust. (1964), $8; "Great Trains of World," by Blassingame, 65 pages, 8x11", illust., many in color (1953), $2.50; all good cond., postpaid.

GIL HULIN, Box 111, Ellensburg, Wash. 98926, will buy Off. Guides from '25, '35, '50.

PAUL HUNNELL, 12213 Gregory St., Blue Island, Ill. 60406, will buy "Iron Horses of Santa Fe Trail."

JOHN KANE, Christmas Tree Lane, Rutland, Mass. 01543, sells Kodak dupl. slides of diesels, psgr. cars, covered bridges; lists, sample 50¢.

JOHN KEAVY Jr., Box 214, Fall River, Mass. 02724, sells steam, diesel, elec., trolley postcards; list, sample 10¢.

JOHN KING, 305 Robins Way, Chadds Ford, Pa. 19317, sells PRR K4s steam whistle assembly, detail drawings.

JOHN KRAVE, 1511 1 St., Detroit, Mich. 48226, will buy GTW tkt. punch, SCL rulebook.

WM. KRUEGER, 2018 Leo St., Dayton, Ohio 45404, buys PE slides, negs.; sells rr., trolley postcards in sets. (SSE).

J.E. LANCASTER, Box 641, Portland, Me. 04104, sells rr. tkt. punches. (SSE). Trades emp. tts., slides.

A.M. LANGLEY, Jr., Rte. 1 Box 64A, North Augusta, S.C. 29841, sells, trades emp. tts., tts., tkts., Off. Guides, Poor's Manuals; list 25¢.

ROBT. LAWRENCE, 100 Stuyvesant Pl., Staten Island, N.Y. 10301, wants info. on psgr. equip. used between Parkersburg, W.Va, Marietta, Ohio, and Zanesville, Ohio.

BILL LOEFFLER, 12A Tiffany Lane, Smithtown, N.Y. 11787, sells LIRR tts., pix, slides negs., info., track plans.

BOB LONG, 901 W. 6 St., Madera, Calif. 93637, buys size 616 pix SP, subsidiary steam locos; transp. tokens; rr. postcards.

CHAS. MANN, 1618 5 St., Rensselaer, N.Y. 12144, buys sw. keys; trades PC rulebks., emp. tts., safety rulebooks.

JOHN MARTINEAU, 3632 S.W. 23 Ct., Fort Lauderdale, Fla. 33312, buys color pix, slides BL2's, ACL playing cards, other railroadiana.

STEVE McVEY, 409 E. Walnut, Aurora, Mo. 65605, sells 35mm color slides of diesels, stations of MP, SLSF, MKT, KCS, ATSF; list 25¢.

JOHN McGUAN, 8131 S. Maplewood Ave., Chicago, Ill. 60652, buys non-colored lito stereo cards of rr. subjects.

WAYNE MONROE, Box 215, Hampstead, Md. 21074, buys WM train sheets, tr. orders, emp. tts.

DICK MORHARD, 19 Rogers Lane, Smithtown, N.Y. 11787, sells 35mm slides, negs.; b&w, color pix; other railroadiana. (SSE).

TOM MULLAHEY, 933 E. Centre St., Mahanoy City, Pa. 17948, buys, trades sw. keys, rulebooks.

STEVE MUMLEY, Box 63, Alburg, Vt. 05440, buys info., pix SJLC 56.

J.E. MURPHY, 733 Beaverbrook Rd., Baltimore, Md. 21212, buys, trades for info., pix, negs., drawings of freight, psgr. cars built by Billmeyer & Small.

SHELDON MYREGAARDE, 15 Oakland Ave., Lakewood, N.Y. 14750, will trade 2 decks SAL cards for railroadiana.

DAVE NESTLE, RD 2 Ray Rd., Greenwich, N.Y. 12834, sells much railroadiana; list 25¢ refundable.

WARREN NORCROSS, 5411 Whitby Ave., Philadelphia, Pa. 19143, will sell 4 Kip Farrington rr. books.

C.G. PARSONS, Rte. A2 Box 124D, Dunnellon, Fla. 32630, sells 35mm Kodachrome dupl. slides of steam, diesel, trolley; sample 30¢.

SCOTT PIRIE, 1692 W. 8 Ave., Eugene, Ore. 97402, buys SP railroadiana, tts., keys, badges, class and marker lights, station clock, etc; sells tts.

LOU POLINIAK, 1017 N. Washington St., Shamokin, Pa. 17872, will buy pix of RDG Auburn, Benton, Paxinos, Shenandoah depots.

FRANK REIGHTER, 10220 Calera Rd., Philadelphia, Pa. 19114, sells 10x19 parchment reproduction of Dietz lantern catalog.

TONY REZNAK Jr., Box 755, Wilkes-Barre, Pa., sells railroadiana of Q&E steam train; list, samples 40¢.

WAYNE RHEINFELD, 1011 Neilson St., Far Rockaway, N.Y. 11691, buys sw., marker, classification, hand lanterns; rr. globes, bells, hdlts., whistles, locks, keys.

C.E. RIGHTER, 167 Barriolhet, San Mateo, Calif. 94401, sells state rr. maps from 1870.

BILL RUFF, 3308 Philmont Ave., Huntingdon Valley, Pa. 19006, buys 8mm movies eastern steam, early diesels, esp. RDG, CNJ, PRR, B&O.

WAYNE SCHENK, Box 195, West Seneca, N.Y. 14224, sells 3½x5 pix, size 620 negs. of stations; list 10¢.

RICK SEFERIAN, 1075 Grand Concourse, Bronx, N.Y. 10452, sells dupl. slides, color pix of trolley buses, transit. (SSE).

BOB SHAFER, 4453 Yates Rd., Cornwells Hts. PA 19020, will buy 1" or 1½" scale live steam loco.

HARMAN SHANER, 191 Dartmouth St., Portland, Me. 04103, trades 2¼x2¼ negs. B&M, MEC, BAR for CB&Q, UP, SP.

AL SHARP, 100 Shennecossett Pkwy., Groton, Conn. 06340, sells tts., emp. tts., tourist guides, rr. bks., maps, trolley tts., railroadiana; lists 50¢ ea.

AL SHERRY, 5445 Netherland Ave., Riverdale, N.Y. 10471, sells, trades Off. Guides '26-'69; trades for lanterns, esp. NYC&HR, DL&W. (SEE).

SHERM SHOOK, 160 Andover, Wilkes-Barre, Pa. 18702, sends brochures from "Rys. to Yesterday" and trolley museum in Pa. mountains; sells slides. (SSE).

FREDD SIMPSON, Box E, North Las Vegas, Nev. 89030, buys info. on SOU, esp. CR tower.

BEN SMITH, Box 34, Brooklyn, N.Y. 11213, buys Loco Cyclopedias, pix, rr. bks., rr. calendars. Trains mags., Baldwin Loco mags.

DWIGHT SMITH, 97 Bartley Ave., Portland, Me. 04103, sells negs. of New England, Canadian rrs., locos., cars, stations, etc.; list 10¢.

JOE SMITH, 304 Picker Ave., Wood River, Ill. 62095, will sell '59-'68 Trains mag. by volume.

R. SMITH, 712 S. 8 St., Coshocton, Ohio 43812, sells kerosene rr. lanterns marked Pa. Lines, PRR, NYC, B&O.

JOHN STONE, 6810 Chambers Ave., Cleveland, Ohio 44105, buys rr. playing cards.

H.F. SULLIVAN, 21 Robin Rd., West Hartford, Conn. 06119, will buy Shaughnessy's "Rutland RR."

BOB VIBBERT, 5 Regal Court, Toms River, N.J. 08753, buys pix CNJ ferry operations, Jersey City terminal.

BOB WEBSTER, 1030 Southhill St., Kamloops, B.C., Canada, sells sizes 616 and 120 negs. of steam, diesel, elec.; lists 10¢ each.

WAYNE WEISS, 365A Morre Hill, Austin, Texas 78705, will sell Railroad Magazine '44-'70; also sells books. (SSE).

TIV WILKINS, 2685 Stephens Rd., Boulder, Colo. 80303, buys C&S emp. tts., tts.

VIC WILLIAMSON, 1427 W. 5, Marion, Ind. 46952, buys TP&W MON diesel negs., color slides ●

Additional Roster Notes

Corrections for our Union Pacific roster (Dec. '70) came from General Electric. Add to note 89. These units were sold to SE and scrapped: 1-6, 9, 13, 15, 19, 24-25.

For our Vermont shortlines rosters (Dec. '70) additional data comes from George R. Silcott and Ed Lewis of the Arcade & Attica. Note 46 should read: Vermont 401-403 were originally RUT 401-403, then Vermont 401-403 (1/64). Vermont 401 was sold to Silcott, then to Consumers Power Co. (1/67), where it was given no number. Note 47 should read: Vermont 404 was originally Duluth, South Shore & Atlantic 102, then Soo Line 102, then GE 102 (11/67), then Geo. R. Silcott 102, then Vermont 404 (3/67). To the HT&W roster should be added a listing for unit No. 32, a GE 44-tonner about which we have no further information.

George R. Silcott sends us more information for our Texas shortlines rosters (Nov. 70). Note 55 should read: T&N 7 was sold to Applebaum, then to Silcott, then to Precision Engineering, which scrapped it.—Sy Reich. ●

Pen Pals Wanted

R.C. Donn, 5028 Dierker Rd., Columbus, Ohio, 43220, wants pen pals interested in Central Ohio excursions.

Garry W. Zeitler (25), 339 Winthrop St., Apt. 2, Toledo, Ohio 43620.

Catherine McMillan (14), 609 Beacon St., Kansas City, Mo. 64125.

Carl Wallenmeyer, 1713 Pollack Ave., Evansville, Ind. 47714, wants railfanette pen pals in his area.

Twins: Sheila and Shirley Willsey (15), 3425 N. 56th Terrace, Kansas City, Kan. 66104.

Ed Woodruff (20), 1 Champlain St., Terryville, N.Y. 11776, seeks railfanette pen pals interested in U.S. and German railways.

Josephine Roche (60), 64 Adams St., Medfield, Mass. 02052.

Robert L. Heaton (20), 100 Montana St., Greenville, S.C. 29611, wants to write to adult railfanettes.

Susan Vinson (14), 3005 Willow Ave., Granite City, Illinois 62040.

James Van Winkle (86), Astoria Care Center, Astoria, Ill. 61501, lost both legs, needs cheer-up letters and cards.

Melissa Newton, Rte. 1, Box 93A, New Buffalo, Mich. 49117.

Janette Prenzlin (18), 543 Columbus Ave., Fostoria, Ohio 44830.

James Havens (21), and Sandy Havens (16), Rte. 2, Box 307, Ashland, Ky. 41101.

Elde Farce (52), Box 163, St. Elmo, Ill. 62458.

Joan Sayles (14), 60 Rowley St., Providence, R.I. 02909.

Bridget A. Young (25), Van Buren St. N.W., Washington, D.C. 20012.

Angelina Molano, 1119 Conner St., Eagle Lake, Texas 77434.

Mrs. Myrtle Kenzal, 1619 W. 55th St., Chicago, Ill. 60636, feeling blue after deaths in family, needs cheer-up mail.

PFC Thomas Lavender, 353-40-9733, 25th Inf. Div., Co., B., 2nd Bn., 34th Armor, A.P.O., San Francisco, Calif. 96225.

Frances Barnes (18), Rte. 3, Box 181-H, Monroe, La. 71201.

Patricia Dubose (20), Rte. 1, Box 379, Meridian, Miss. 39301.

Mary Lou Morris (17), 104 N. 4th; Donna Pratt (17), 221 S. 1st West; Dorothy Spendlove (17), 141 E. 3rd North, all of Tooele, Utah 84074.

Donna Manning (15), 1100 North 5th West, Lehi, Utah 84043.

Cyndy Lemmon (14), Box 46, Cherry Tree, Pa. 15724.

Addie Hamilton (70), 511 N. 1st St., Kingston, Tenn. 37763.

Laura Williford (15), 7652 Vale Dr., Jacksonville, Fla. 32205.

Mrs. Jo Rimkus (50), 3949 W. 57th St., Chicago, Ill. 60629.

Dorothy Reis (16), 108 Fern St. Jim Thorpe, Pa. 18229.

A South Carolina reader wants the addresses of certain girls pictured in our magazine, to add to his list of pen pals. Sorry, not available. ●

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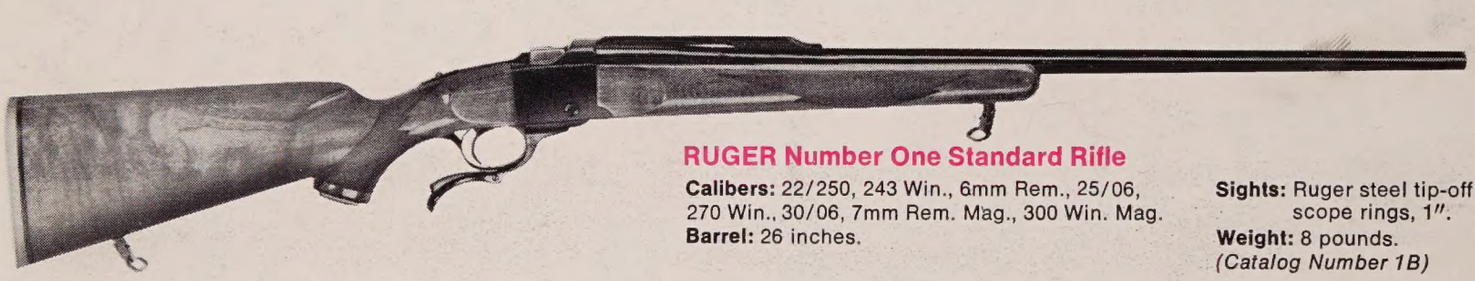

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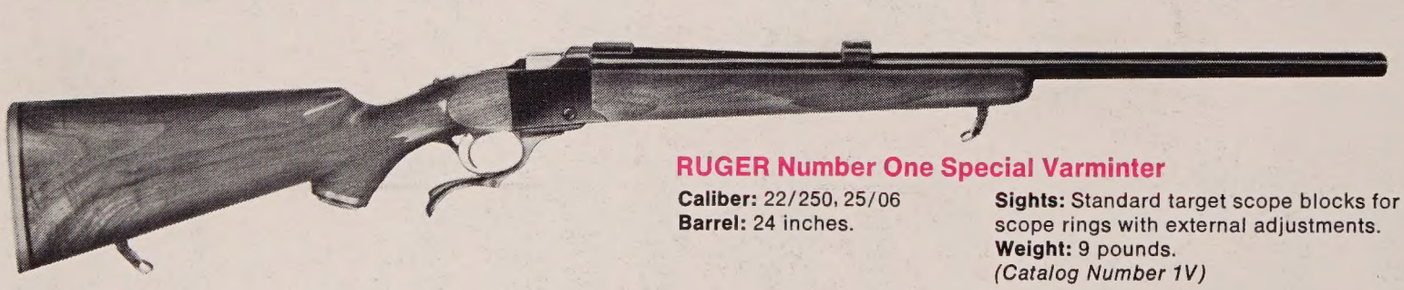

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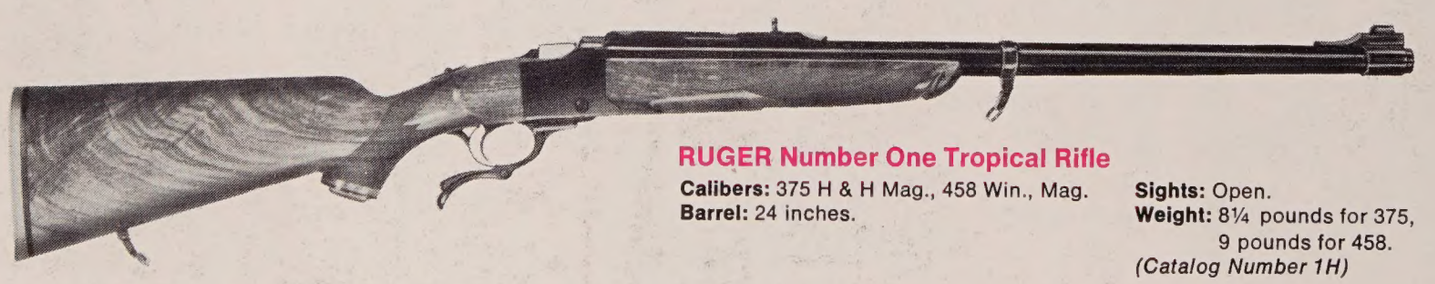

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